A WARNING *to men who would like to be independent in the next five years*

YOU CAN tell a $30 a week man how to make $40 a week.

You can tell a $50 a week man how to make $75 a week.

But you can't tell a $5,000 man how to make $10,000. He's got to know.

Between $5,000 and $10,000 a year is where most men of talent stop.

Health, youth, good appearance, brains will carry a man far in business.

But you cannot draw forever on that bank account unless you put something else in. Somewhere between $5,000 and $10,000 a year you will stop dead.

Those who go on add something to their equipment at the same time they are drawing on it.

Profound changes are taking place in business—this year, this month, *now*. The man who sees in these changes his opportunity for independence and power is the man who will make his fortune in the next five years.

BUT this opportunity, like all great opportunities, is fraught with danger. Business today is new and complex. The old rules will no longer work.

A whole new set of problems is presented by production.

Foreign markets have become a vital issue. An entirely new conception of selling is replacing the old hit-or-miss way.

The man who would take advantage of opportunity today dare not grope. His experience is a dangerous guide. He has no time to figure out all the possibilities and pitfalls. He lacks contact with the big, constructive minds of business.

How can he seize the *opportunity* and escape the *dangers?*

FOR two years the Alexander Hamilton Institute has been laying the foundation of a new Course and Service for the leaders of tomorrow.

The ablest business minds—the men who have had most to do in shaping present-day tendencies—have contributed greatly. Read the names of just a few of them:

ALFRED P. SLOAN, JR., *President,* General Motors Corporation.

THOMAS J. WATSON, *President,* International Business Machines Corporation.

HON. WILL H. HAYS, *President,* Motion Picture Producers and Distributors of America, Inc.; formerly U. S. Postmaster General.

BRUCE BARTON, *Chairman of the Board,* Batten, Barton, Durstine & Osborn, Inc., Advertising Agents.

FREDERICK W. PICKARD, *Vice-President,* E. I. du Pont de Nemours & Company, Inc.

DR. JULIUS KLEIN, *The Assistant Secretary,* U. S. Department of Commerce.

FREDERICK H. ECKER, *President,* Metropolitan Life Insurance Company.

HUBERT T. PARSON, *President,* F. W. Woolworth Company.

M. H. AYLESWORTH, *President,* National Broadcasting Company.

COLBY M. CHESTER, JR., *President,* General Foods Corporation.

Men who are satisfied with $5,000 a year *will not be interested in this Announcement*

Men who are satisfied with departmental jobs and small earnings will not be interested in this type of training. It is offered to the kind of men who want to become officers of their companies or go into business for themselves.

Representing the condensed experience of the best business brains in the country, it offers real help to executives in meeting the difficult business conditions of today.

A BOOKLET has been prepared which tells about this new Course and Service. Its title is "What an Executive Should Know." It should be read by every man who faces the responsibility of shaping his own future. It is free.

We will send you this booklet if you will simply give us your name and address on the coupon below. But we do not urge you to send for it. If you are the type of man for whom the new Course and Service has been constructed, if you are determined to take advantage of the rich opportunities of the next five years, you will send for it without urging.

* * *

To the Alexander Hamilton Institute, 593 Astor Place, New York City. (In Canada, address Alexander Hamilton Institute, Ltd., C. P. R. Building, Toronto.)

Send me "What an Executive Should Know," which I may keep without charge.

NAME.....

.....

BUSINESS ADDRESS.....

.....

BUSINESS POSITION.....

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Encouraged by $100

"Perhaps you will be interested to learn that I have succeeded in selling a short story to 'War Birds,' aviation magazine, for which I received a check for $100. The story is the first I have attempted. As the story was paid for at higher than the regular rates, I certainly felt encouraged."

Darrell Jordan,
Box 277, Friendship, N. Y.

How do *you* know *you can't WRITE?*

Have you ever tried?

Have you ever attempted even the least bit of training, under competent guidance?

Or have you been sitting back, as it is so easy to do, waiting for the day to come some time when you will awaken, all of a sudden, to the discovery, "I *am* a writer"?

If the latter course is the one of your choosing, you probably *never will write.* Lawyers must be law clerks. Doctors must be internes. Engineers must be draftsmen. We all know that, in our times, the egg does come before the chicken.

It is seldom that anyone becomes a writer until he (or she) has been writing for some time. That is why so many authors and writers spring up out of the newspaper business. The day-to-day necessity of writing—of gathering material about which to write—develops their talent, their insight, their background and their confidence as nothing else could.

That is why the Newspaper Institute of America bases its writing instruction on journalism—continuous writing—the training that has produced so many successful authors.

Learn to write by writing

NEWSPAPER Institute training is based on the New York Copy-Desk Method. It starts and keeps you writing in your own home, on your own time. Week by week you receive actual assignments just as if you were right at work on a great metropolitan daily. Your writing is *individually* corrected and constructively criticized. A group of men with 182 years of newspaper experience behind them are responsible for this instruction. Under such sympathetic guidance, you will find that (instead of vainly trying to copy some one else's writing tricks) you are rapidly developing your own distinctive, self-flavored style—undergoing an experience that has a thrill to it and which at the same time develops in you the power to make your feelings articulate.

Many people who *should* be writing become awe-struck by fabulous stories about millionaire authors and, therefore, give little thought to the $25, $50 and $100 or more that can often be earned for material that takes little time to write—stories, articles on business, fads, travels, sports, recipes, etc.,—things that can easily be turned out in leisure hours, and often on the impulse of the moment.

How you start

We have prepared a unique Writing Aptitude Test. This tells you whether you possess the fundamental qualities necessary to successful writing—acute observation, dramatic instinct, creative imagination, etc. You'll enjoy taking this test. The coupon will bring it, without obligation. Newspaper Institute of America, 1776 Broadway, New York.

Newspaper Institute of America
1776 Broadway, New York

Send me, without cost or obligation, your *Writing Aptitude Test* and further information about writing for profit as promised in the Literary Digest—January 9.

Mr.
Mrs.
Miss

Address

(All correspondence confidential. No salesmen will call on you.)
20A362

Why don't you write?

CONTENTS

THE LITERARY DIGEST
for JANUARY 9, 1932

VOLUME 112 NUMBER 2

Published at 354-360 Fourth Avenue New York

TOPICS OF THE DAY

Dawes Plan, Young Plan—Next! 5
Newton D. Baker: Political Puzzle 7
The Report on Bishop Cannon 8
That $5,500,000,000 Depression Cure 9
She'll Fight for Peace at Geneva 10
Taxpayers' Rebellions 11
Topics in Brief 12

FOREIGN COMMENT

The Transformation of Adolf Hitler 13
Japan's Appeal to World Opinion 14
Hungary Hands in Her Moratorium 15
A Soviet Unmasking of America 16

LETTERS AND ART

A Supreme Specimen of French Carving . . . 17
The Cover 17
The Actor Turning on the Critics 18
If the Irish Should Cease to Be Witty 18
Explaining the Metropolitan Crisis 19

RELIGION AND SOCIAL SERVICE

The Religion of the Machine Age 20
Chicago's Victory Over Gangdom 21
Poverty Breeding Vice 22
Old Bars to Baptist Reunion 22

CURRENT POETRY

What Does the Little Josephine 26
Blossoming Antlers 26
Song of Mother Earth at Even 26
Clinkers 26
The Gift of God 26
Old Books 26
Three Elements 26

SCIENCE AND INVENTION

"Only a Common Cold" 27
Making Hay While the Rain Falls 27
The Ambulance Question's Other Side 28
What Science Is 28
Turning a Canal Into a Subway 30

MOTORING AND AVIATION

Snapshooting the 1932 Automobile 32
Putting Luxury in the Air 34
Treat Your New Car Right 35
Long-Distance Chats With Air-Mail Pilots . . 36
Sidewalks in the Country 37
Thunder-storms Are the Glider's Little Playmates 38
Leaping the Oceans in the Flying Bullets of To-morrow 40
The Speed Boys of I. U. 41
Blow the Horns for Mount Vernon's Super-Highway 42

INVESTMENTS AND FINANCE

Automobile Hopes for 1932 44
Hush!—the Next New Big Business 46
Menace of the Ash-Can Hat 46

MISCELLANEOUS

The Lexicographer's Easy Chair 47
The Spice of Life 48

Information for Subscribers

TERMS: $4.00 a year, in advance; $2.25, six months; *10 cents a copy*; *Canada, $6.60 a year*; $3.30, *six months*; 15 cents a copy; other foreign countries, $5.00 a year.

Semiannual Indexes will be sent free to subscribers who apply for them.

Instructions for *renewal, discontinuance* or *change of address* should be sent two weeks before the date they are to go into effect. Both old and new addresses must always be given.

THE LITERARY DIGEST is published weekly by Funk & Wagnalls Company, WILFRED J. FUNK, *President*; ROBERT J. CUDDIHY, *Vice-President* and *Treasurer*; WILLIAM NEISEL, *Secretary*, 354-360 Fourth Avenue, New York, N. Y. London Office, 14 Salisbury Square. Printed in the U. S. A. Entered as second-class matter, March 24, 1890, at the Post-Office at New York, N. Y., under the act of March 3, 1879. Entered as second-class matter at the Post-Office Department, Ottawa, Canada.

THE LITERARY DIGEST title is registered in U. S. Patent Office and in Foreign Countries. PUBLIC OPINION, New York, and CURRENT OPINION, New York, combined with THE LITERARY DIGEST. (Titles registered in U. S. Patent Office.)

Check LITTLE COUGHS BEFORE THEY

GROW UP!

• DON'T neglect your child's "little" cough. For even these little coughs irritate the delicate membranes and nerve ends of the throat . . . That irritation produces more coughs . . . These BIGGER coughs cause more irritation. And so—*big coughs from little coughs grow.*

It's *easy* to check the little cough! Smith Brothers' Cough Drops do it. Quickly they calm irritation, soothe the soreness, and relieve the throat tickle. A cough hasn't got a chance! . . .

2 KINDS • S. B. (BLACK) AND MENTHOL

AMERICA'S TOMORROW

An Informal Excursion into the Era of the Two-Hour Working Day

By C. C. FURNAS, Ph. D.

Associate Professor of Chemical Engineering, Sheffield Scientific School, Yale University. Introduction by Merle Thorpe, Editor, "Nation's Business"

A brand new—a startling book. The author has surveyed and measured the great achievements of the day and has fitted them into a vista of what we may expect will develop to affect our entire lives—political, industrial, financial, recreational, and working.

Provocative of Thought

"Provocative is the adjective that describes this book. Nothing this reviewer has read since Bertrand Russell's 'Prospects of Industrial Civilization,' away back in 1926, has been so provocative of thought. But Furnas's book has the advantage that there is a chuckle on every page, as well as a stimulating idea. It's a book you don't lay down until you've finished it."—*W. H. H. in the Cincinnati Enquirer.*

All Bookstores, $2.00; or $2.14 post-paid from

FUNK & WAGNALLS COMPANY, *Publishers*
354-360 Fourth Avenue, New York, N. Y.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The Literary Digest

NEW YORK, JANUARY 9, 1932

TOPICS OF THE DAY

Dawes Plan, Young Plan—Next!

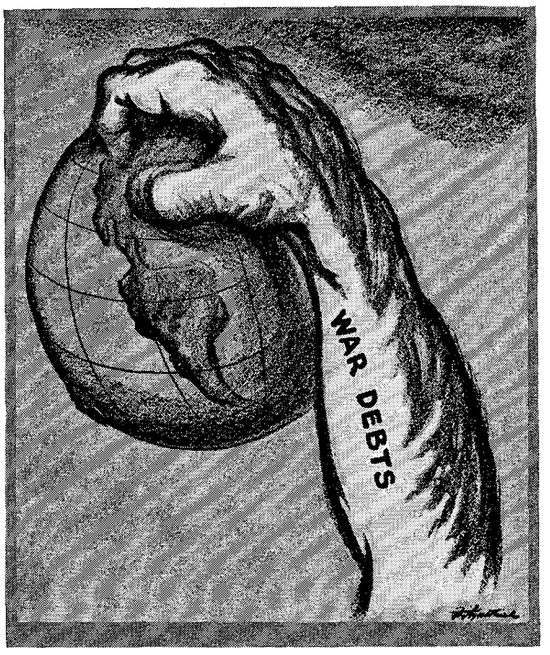
ANOTHER CLASHING of irresistible forces and immovable obstacles!

A Germany that either "can't pay" or "won't pay" reparations. A France that will let up on Germany only if the United States lets up on the French debt. A United States Congress that firmly declares there won't be any more war-debt reduction.

And so there will be held in Lausanne in a few days another reparations conference exactly two years after the Young plan was consecrated at The Hague as the "permanent and final reparations settlement."

And in Washington the hullabaloo over the debts convinces at least one political expert that it may keep stirring things up more and more until it becomes "a major issue in the Presidential campaign of 1932."

It is all brought to a point by the striking coincidence that the President was signing Congressional ratification of his moratorium—with the rider declaring against debt-reduction—just as the cables were bringing the news from Basel of the Young Plan Advisory Committee's report that Germany could not go on paying reparations to the Allies after the expiry of the Hoover moratorium on June 30.



The Down Pull

—Fitzpatrick in the St. Louis "Post-Dispatch."

Thus, as E. T. Folliard of the Washington *Post* puts it, "the Basel report comes as a virtual challenge to Congress."

AND Congress is not slow to take up the challenge. Here is Senator Borah declaring that "if Europe can not see her way clear to end reparations and drastically cut armaments, the United States had better come out of Europe, and stay out." As Chairman Collier (Dem., Miss.) of the House Ways and Means Committee judges the sentiment of his colleagues, "any further holiday at this time will be out of the question." "They are not going to unload debts on us," insists Minority Leader Snell on the Republican side of the House; "under present conditions we are opposed to reduction or cancelation, and the world might as well know it."

Such statements as these, taken together with the anti-reduction reservation to the moratorium resolution, accurately reflect the prevailing sentiment of Congress at the present time, correspondents generally agree. And the Omaha *World-Herald*, without sharing that view-point, is none the less convinced that "it reflects the present attitude of a large proportion of the American people toward the European problem":

"They have grown cynical and embittered, and look upon Europe, upon the war which Europe precipitated, upon our own entanglement in it and in its aftermath, as the source of all our woes.

"And, for the future, they would leave Europe to sink or swim, according as the fates and its own sanity, or lack of it, determine, without interference on our part or the sacrifice of another American dollar.

"This may be wholly a mistaken view-point and policy.

"It may be one impossible of pursuing to the end.

"It may be short-sighted and provincial, inimical to our own ultimate interest and safety.

"But for the time it is an attitude that is gaining adherents. The isolationists ride the wave. It will take inspired teaching and leadership, supported by the logic of events, to beat back the same tide, now returning, that swept Woodrow Wilson to wreckage."

WHILE our Congress takes this position, Premier Laval of France has the backing of the French Chamber of Deputies when he says: "We shall consent to a revision of reparations only in so far as there is at least an equivalent reduction granted us in respect of our war debts." And Mr. Walter Lippmann, writing in the New York *Herald Tribune*, thinks "it would be folly to deny that Congress and the Chamber have accurately exprest the dominant mood of the voters in the two countries."

But what happened at Basel, and why?

Let us go back with the New York *Times* as it tells the whole story:

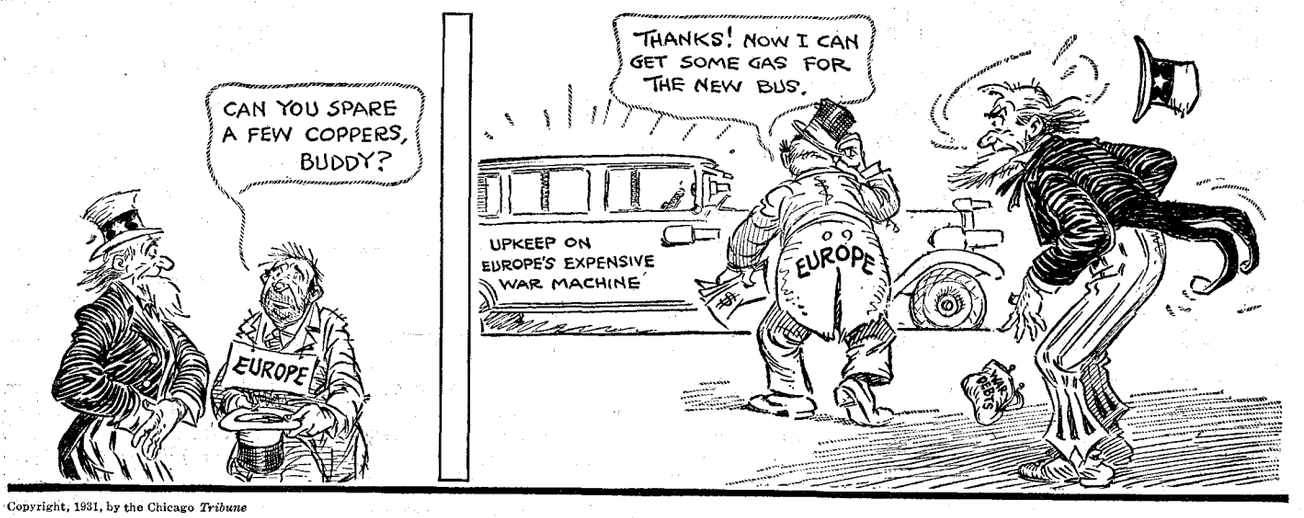
"In the Treaty of Versailles Germany agreed to make reparation for damages to civilians in the war. In May, 1921, the Reparations Commission, composed of Allied delegates, ruled that Germany and her allies were liable for approximately $31,000,000,000. Protesting the sum as excessive, Germany paid some instalments, and then defaulted.

"In 1923 France and Belgium attempted to make collections by marching troops into the Ruhr, but Germany passively resisted, and in the end it was decided that this plan of collection was uneconomic.

"Creation of the Dawes plan in 1924 resulted. It did not fix Germany's total obligation, but set annual payments, after a period of transition, at $595,000,000 annually. To collect them an organization headed by S. Parker Gilbert was created. Through the Agent General for Reparations Payments, a transfer committee, and other bodies, collections were made regularly for five years. However, Germany borrowed from foreign interests in that period about as much as she paid.

"In response to a feeling both inside and outside Germany that the amount of reparations Germany would eventually pay should be determined absolutely, a conference for study of

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED


CAN YOU SPARE A FEW COPPERS, BUDDY?
EUROPE
THANKS! NOW I CAN GET SOME GAS FOR THE NEW BUS.
UPKEEP ON EUROPE'S EXPENSIVE WAR MACHINE
EUROPE

Copyright, 1931, by the Chicago *Tribune*

Nothing Sours a Charitable Soul More Than Getting Stung by a Professional Panhandler

—Orr in the Chicago "Tribune."

the problem was started at Geneva in 1928. A committee then appointed was headed by Owen D. Young, and it met in Paris in 1929. The plan it formulated was known as the Young plan.

"Under the Young plan, the total liability of Germany was fixed at about $9,000,000,000 It provided that Germany pay the revised reparations sum in fifty-eight instalments, which in the first thirty-seven years would average about $474,000,000, after which they would decrease.

"Germany's obligations were divided into two grand classes. The first were unconditional payments, amounting to about $3,000,000,000, covering reconstruction costs in Allied countries, and terminating in 1967. The second were conditional, or postponable payments, about $6,000,000,000, which were designed to cover the debts of the Allies to the United States, and to terminate when these debts matured—that is, in 1988.

"It was provided that if interallied debts should be reduced, two-thirds of such reduction would be transferred to Germany in the first thirty-seven years and thereafter be applied in full to Germany. About five-sixths of the unconditional payments go to France.

"At present, Germany owes about $4,046,000,000 in private debts. The Hoover moratorium, which ends in July, provided for suspension of reparations, and the 'standstill' agreement, ending in February, provided relief on private-debt service."

THE Young plan provides for the appointment at Germany's request of an advisory committee to survey Germany's capacity to pay reparations. Such a committee met last summer under the chairmanship of Albert H. Wiggin, the American banker, and made a report which received due notice. A similar advisory committee met at Basel on December 7, under the chairmanship of Alberto Beneduce of Italy, their specific task being to reexamine Germany's capacity to pay under the altered conditions of the world-wide economic crisis. And, incidentally, while these bankers were meeting at Basel, another committee of bankers was in session at Berlin to consider the further stretching out of Germany's short-term obligations.

The eleven bankers who met at Basel to open this new chapter in reparations history had no power to settle anything. They could only offer advice. Dr. Carl Melchior, Germany's representative, gave the committee a mass of figures explaining his country's plight. As summed up in the press dispatches, the German plea was that the Young Plan based reparations payments on three sources of revenue. First, there was an annuity of about 1,000,000,000 marks to be taken from the national budget. But Germany cites an almost certain deficit this year and a larger one next. Second, there is an annuity of 300,000,000 marks to be collected from German industry. Here the Germans cite an 80 per cent. decrease in corporation income taxes and drastic losses due to the depression. Finally, there is the "unconditional" 660,000,000 marks to come from railway earnings. And the railways are now declared to be facing an operating deficit, like railways in other parts of the world.

THE report—fifty-one pages of interwoven economics and politics—was given to the world on Christmas Eve. It contained a careful summary of the financial and economic situation of Germany, and indeed, of the world. The committee concludes that because of the depression, Germany "will not be able in the year beginning July next to transfer the conditional part of the annuity." This refers to about $238,000,000 out of nearly $400,000,000, and foreshadows the continuance of the moratorium or a change in the payment schedules. The reparations problem is said to call "for concerted action which the governments alone can take." This is considered a virtual call for a new reparations conference. Certain considerations are set down as important:

"The first is that transfers from one country to another on a scale so large as to upset the balance of payments can only accentuate the present chaos.

"It should also be borne in mind that the release of a debtor country from a burden of payments which it is unable to bear, may merely have the effect of transferring that burden to a creditor country, which, in its character as a debtor it, in its turn, may be unable to bear."

The last rather vague sentence is construed by correspondents to mean that if Germany can't pay reparations to France, why, France simply won't be able to pay her debt to the U. S."

"Finally," concludes the committee, " altho the German Government is energetically defending the stability of its currency, steps are necessary to secure that these measures shall have a permanent effect."

THUS "the reparations and war-debts question has been taken once and for all out of the hands of bankers, experts, and investigators, and placed squarely up to the governments of the world," says *The Wall Street Journal*. And the issue, we read, is narrowed down to a single point: "Will the American Government cancel or materially reduce war debts, thereby making possible a reduction in reparations?" And with the attitude of Congress in mind *The Wall Street Journal* continues:

"The only concession for which there is the remotest chance now is that, when confronted by the necessity of doing something to avert another crisis, the Senate and House will grant a further extension of the Hoover postponement.

"It is true that a further postponement would not remove the irritant altogether. But at least, a further moratorium would relieve the actual financial pressure while the postponement lasted.

"Such a provisional solution of the debts question appears as the most likely result of the coming governmental conference."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Newton D. Baker: Political Puzzle

HE HAS THE POLITICIANS GUESSING, and the country, too.

Higher and higher on the political horizon looms the small, slender figure of this wiry, bespectacled, sixty-year-old Ohioan—Newton D. Baker.

Will he run for the Democratic Presidential nomination?

The answer seemed to be no. On a number of occasions, we read, Mr. Baker had denied his candidacy. Now a number of observers tell us he has said yes.

Despite his disclaimers, recent events have served to boost the political stock of the man who served as Wilson's Secretary of War. Ignoring his "no," Democrats in his home State are waging a strong campaign to draft him as the party's nominee. Elsewhere the movement in his favor is admitted to be growing.

Here is a close-up view of the man causing so much commotion:

In his office he likes to sit in a big chair with one foot tucked under the knee of his other leg. Smooth-shaven, dark-complexioned, he has iron-gray hair and smile-wrinkles about his eyes, and deep lines about nose and mouth. He wears horn-rimmed glasses. Carrying his head slightly forward, he gives the impression of having a prominent chin. He smokes briar pipes, gestures freely when talking, and is energetic and quick, but calm rather than excitable.

So far, Gov. Franklin D. Roosevelt of New York is conceded to be far ahead in the party race. But papers of all shades of political opinion, noting the growth in Baker sentiment, are speculating more and more upon the possibility that the Ohioan will be the party's choice.

Political circles were fluttered twice last month, first when the Cleveland *Plain Dealer*, in Mr. Baker's home city, came out for his candidacy, and when the Richmond *News-Leader*, another strong Democratic paper, hailed him as "America's hope and expectation" and called upon him to run. Said *The News-Leader:*

"It is not a question of what Mr. Baker wants to do; it is a question of what Mr. Baker has got to do.

"He has been called with an insistence no one can deny, and which every one must appreciate.

"In 1917 Mr. Baker prepared the way to send 2,000,000 men over the top. In 1932 his country needs him again, and the man who sent others can not fail, in such a time as this, to answer that call himself."

GOOD news to Baker's friends, of course; but their greatest thrill came a week or two later when he wrote a letter which many observers have been quick to label an admission of his desire to run for the nomination.

Writing to Santford Martin, editor of the Winston-Salem *Journal*, in response to an editorial urging him not to discourage attempts to advance him for the nomination, Mr. Baker said:

"Aside from the personal happiness, which I trust it is not improper for me to have, my greatest joy at the moment is coming from the fact that practically all comment which suggests a Presidential candidacy for me is based on the need of a revived liberalism and a refreshed idealism in the country.

"To that cause I am deeply committed, and for it I want to fight; whether carrying the banner or marching in the ranks, seems to me to make little difference.

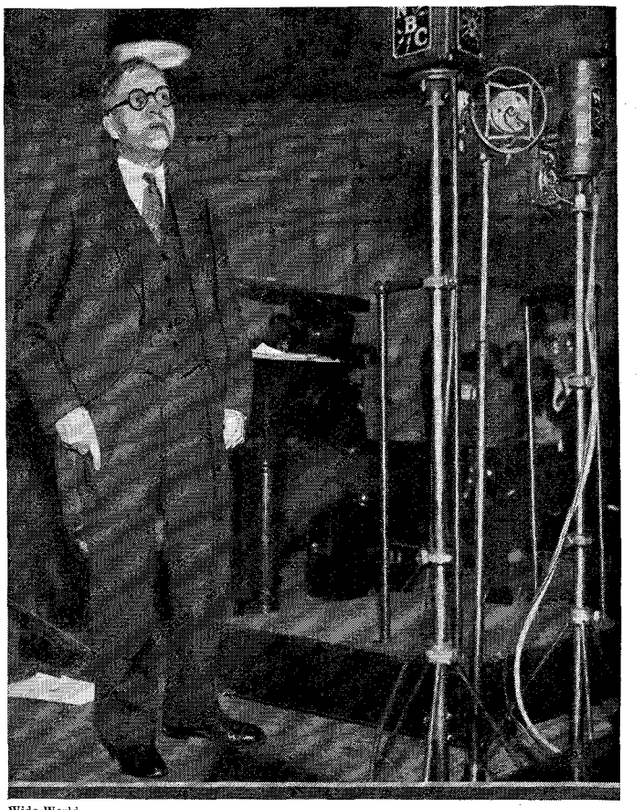
"If it should seem strange to you to have me say that I wanted to fight for idealism and liberalism, I can only say that I have slipt into a military phrase to accurately express a conviction which grows with me, namely, that even great pacific causes have to be battled for, not always with carnal weapons, it is true, but with as much resoluteness and often with as much courage as is required by military objective."

Shortly before writing this letter, we read, Mr. Baker had refused to permit his name to be used in the Ohio Presidential primary next spring.

His "fight for idealism" statement caused a political commotion in Washington, we are told by J. F. Essary, correspondent of the Baltimore *Sun*, for "it seems here to mean that the former Secretary of War had taken down the bars against active work in his behalf, and that a really formidable candidacy had been raised against that of Gov. Franklin D. Roosevelt of New York."

"It seems to mean," says the New York *Times* (Ind. Dem.), "that if the party wants him to carry the banner, and will take its stand for liberalism and idealism, he will consent to lead."

To the Macon *Telegraph* (Dem.) the Baker statement "indicates that he will not set any obstacles in the way of his nomination by the Democrats, if they choose to enlist him."



Wide World

"I Want to Fight for Idealism and Liberalism"

Former Secretary of War Newton D. Baker.

MANY Democratic papers, while praising the career of the former Secretary of War, seem to feel that the party's best chance to win is with Roosevelt, since he "can command the greatest number of electoral votes."

Some political observers remark that it may be a part of the Baker strategy not to come out openly against Roosevelt so that, if Roosevelt fails to capture the nomination on an early ballot, there will be no resentment among Roosevelt men to prevent them from throwing their votes to Baker.

"Come on in, Newt!" sings out the Philadelphia *Record* (Dem.), declaring that "it will be a good thing for the country if Baker becomes an aggressive candidate for the nomination."

Baker, altho he has declared for the repeal of the Eighteenth Amendment, we read, has been endorsed by many drys. In a recent speech he said that bread, not beer, will be the chief issue of the 1932 campaign. He has always been an earnest advocate of America's joining the League of Nations. Not long ago, speaking in Boston, he urged a downward revision of the tariff to permit foreign nations to pay the debts they owe us.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The Report on Bishop Cannon

"AMAZING MISSTATEMENTS OF FACT . . . unwarranted conclusions . . . unwarranted reflections upon other innocent parties besides myself. . . ."

Vehemently, vigorously, completely, Bishop James Cannon, Jr., denies the findings of the Senate's Nye Committee, which now charges this sixty-seven-year-old prelate of the Methodist Episcopal Church, South, with "a false statement of campaign expenditures," and "fraudulent conversion to private uses of . . . campaign funds."

Underwood

In Hot Water

Bishop James Cannon, Jr., took to politics "like a duck to water," the newspapers tell us. But he was a dry; and the water now seems too hot for him.

Already under indictment, brought against him by a grand jury of the District of Columbia, this outstanding Southern churchman, who plunged into the Presidential campaign of 1928 as chairman of the Southern anti-Smith Democrats, now asks the Senate to suspend judgment. He wants an opportunity to present his case. Despite its obvious antagonism to Bishop Cannon, the Omaha *World-Herald* (Ind.) nevertheless advises its readers likewise to suspend judgment:

"Until the evidence is all in, until the courts have spoken the final word, the presumption of innocence of crime rests with the defendant whether he be humble or exalted, meek or hard-boiled."

WRITING from Washington to the Seattle *Times*, W. W. Jermane recounts the misadventures that have befallen the Methodist prelate. A zealous dry, a leader of the World League Against Alcoholism and the Anti-Saloon League, recipient in 1928 of *The Christian Herald's* first award for "distinguished religious service," the Bishop, altho he had had no previous experience in this field, "took to politics like a duck to water," according to Mr. Jermane:

"His Virginia campaign against Governor Smith exhibited him as having the skill of a veteran political manager, altho that was his first direct venture in national politics.

"The harsh and unyielding character of his campaign against Smith infuriated many of the old-line Democrats of Virginia, and out of this personal feature of the campaign came the inquiries which finally led to the pending indictments.

"It will be recalled that on several charges having to do with the 1928 campaign, prior to the bringing of the indictments, he had a hearing before a select committee of the general conference of his church, which acquitted him, the conference approving the committee findings.

"One of his bitterest enemies in Virginia is Senator Carter Glass, who has pursued him relentlessly for many months.

"Glass, in addition to being perhaps the most influential Democrat in the State, is one of its best-known and most influential citizens. His daily newspapers, published in Lynchburg, for a long time were the mouthpiece of the anti-Cannon movement in the South."

The investigation of the Senate Campaign Funds committee now results in a definite statement against the Methodist Bishop. As the openly indignant and antagonistic Louisville *Courier-Journal* (Ind. Dem.) sums up the case against Bishop Cannon:

"The story is told in cold figures, not in torrid insinuations.

"Bishop Cannon collected $130,000 in the course of his anti-Smith campaign in 1928; he reported only $58,558 of this sum in his official statement to the Government.

"Contributions totaling $18,300, sent to the campaign fund, were deposited to the credit of 'James Cannon, Jr.,' or 'James Cannon, Jr., executor,' prior to the date of the 1928 general election and these funds 'remained on deposit to the credit of these accounts for considerable periods subsequent to the election.'

"The Senate Committee concludes that its findings reveal 'numerous apparent violations of the Federal Corrupt Practises Act, and many unexplained discrepancies' between the ten various bank accounts to which the funds were deposited and the report submitted to the clerk of the House of Representatives.

"The whole case now leaves forever the realm of 'persecution,' into which Bishop Cannon has endeavored to force it, for it is ridiculous to charge an impartial Senate Committee, made up of members of both political parties, with any desire to persecute the churchman."

SHOULD he be found guilty of violation of the Federal Corrupt Practices Act, the Bishop may be penalized by a $1,000 fine, or imprisonment for a year, or both, for technical violation, and as much as $10,000 fine, or both, for wilful violation. The Supreme Court has ruled, correspondents in Washington remind us, that Presidential electors are no more Federal officials than are members of State legislatures, and that the power of Congress over them is limited to deciding when they shall be chosen, and when they shall cast their ballots. On this ruling, Bishop Cannon, notes the Norfolk *Ledger-Dispatch* (Ind. Dem.) bases his defense.

In his home State the Norfolk *Virginian-Pilot* (Ind. Dem.) deplores the fact that "Bishop Cannon has consistently declined to make the kind of explanation," that would have made the committee's finding unnecessary:

"The simple, ethical compulsion imposed on Bishop Cannon as chief financial agent for the Virginia Anti-Smithers in 1928, he has never recognized. That was to make a prompt and detailed accounting of every dollar intrusted to him for expenditure in the 1928 Virginia campaign, naming all donors and all receivers, and showing an exact balance between debits and credits."

The Richmond *News-Leader* (Ind., Dem.) also asks why the Bishop should hold so stubbornly to technicalities, and adds:

"If the Bishop was serving God and temperance in the anti-Smith campaign of 1928, and was using like-minded men as the dispensers of his political fund, what earthly reason can there be for concealing the expenditures?"

WHETHER Bishop Cannon has violated man-made laws or not, the Omaha *World-Herald* is convinced that "he has not conducted himself in a manner befitting an apostle and ordained minister of Jesus of Nazareth." Recalling the Bishop's unfortunate ventures into Wall Street (reported in THE LITERARY DIGEST for June 28, 1930), the Omaha paper asserts:

"The Savior of mankind would not have gambled in Wall Street in the hope and expectancy of unearned gain.

"He would not have been a greedy chaser after the Almighty Dollar. He would not have been a diligent collector of campaign funds to be used against the political candidacy of one of his own followers who followed him devoutly along this lane rather than that lane.

"He would not have taken the trust funds confided to him for that purpose and deposited them to his own private accounts, or hidden them in his own strong boxes, and refused to make an accounting of the manner of their expenditure, or to show that they had been expended at all.

"The American people, even those who are not Christians, do not like to see a Bishop of a Christian church, anointed to speak in the name of Jesus and in His holy cause, speak and act after the manner of Bishop James Cannon, Jr.

"To them Jesus is the teacher of love and compassion and mercy, of humility, of unselfishness, of brotherhood."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

That $5,500,000,000 Depression Cure

FIVE BILLION FIVE HUNDRED MILLION dollars—it sounds like money to burn.

But it would be burned to get steam up in the nation's boiler, to build public works, to start mills and factories running, to provide millions of jobs and stimulate business.

It would, in short, thaw out the depression.

Such, at least, is the contention of the Senate Progressives, lining up behind a bill introduced by young Senator Robert M. La Follette of Wisconsin, which provides for a $5,500,000,000 prosperity bond issue.

"If we could sell $25,000,000,000 worth of bonds during the war for purposes of destruction," says Senator La Follette, "it seems utterly absurd to contend that we could not float a short-term issue of government bonds for constructive purposes."

But even before his bill is introduced it is assailed by the Hoover Administration, through a report by the Committee on Public Works of the President's Organization for Unemployment Relief:

"The problem of unemployment can not be solved by any magic of appropriations from the public treasury."

So the issue is sharply drawn. For months the country has been reading of the fight between the friends and foes of the plan for a huge bond issue for public works. With the introduction of the La Follette bill, the battle becomes more acute. Depression sufferers are watching it with keen interest, speculating on the efficacy of this proposed cure.

Contending that "the Federal Government is the only agency able to successfully undertake a program large enough to re-create purchasing power," Senator La Follette would have the Federal, State, and municipal governments use the $5,500,000,000 in "tremendously expanding their respective public-works programs."

This, he estimates, would "provide work directly and indirectly for at least 4,500,000 persons." It would accelerate production, and, "most important of all, it will stimulate a rise in commodity and security values, which is absolutely essential if we are to induce recovery."

Forcing commodity prices upward, he believes, "will immediately change the entire psychology of the consumer"—he will buy millions of dollars worth of goods as soon as he knows the bottom has been reached. From the basic industries the beneficial effects would spread, Senator La Follette believes, until the economic life of the entire nation would be improved. As he sums it up:

"The program which I have outlined will stimulate recovery of business, prevent the reduction of living standards of our people to world-levels, and avert the catastrophic consequences of a prolonged continuance of the depression."

But the denial entered by the Public Works Committee of the President's Organization on Unemployment Relief is emphatic.

"In the long run," it declares, "the real problem of unemployment must be met by private business initiative if it is to be permanent." Arguing that immediate authorization of a great public-works program would not restore business, the committee tells us:

"The hardships of the depression are, in reality, the readjustments being made in the endeavor to meet new and changing conditions.

"It does not appear reasonable to believe that a construction program financed by public funds in this country could greatly hasten or alter this process of economic readjustment, for fundamentally the general levels of commodity prices are international, and alterations in them result from the interchanges of trade between countries. The experiences of England and Germany substantiate this conclusion."

Turning directly to the question of enormous public works loans, the committee cited the continuing obligation that would result—interest on the bonds for amortization, funds for upkeep of the roads and structures built. "It has been estimated," said the committee, "that the total of these continuing obligations might amount to as much as $1,000,000,000 a year for a considerable term of years." And then:

"Whatever may have been the causes of the present condition, the common-sense remedy is to stop borrowing except to meet unavoidable deficits, balance our budgets, and live within our incomes."

Acme

If in War, Why Not in Peace?

If we could sell $25,000,000,000 worth of bonds for purposes of destruction, it is absurd to say that we can not float a $5,500,000,000 issue to conquer the depression, declares Senator La Follette (right). He is shown here with his brother Philip, Governor of Wisconsin.

What does Senator La Follette think of that? He dismisses the whole statement with a snappy paragraph:

"To bolster up its contentions the committee exaggerates the claims of proponents of the public-works program, misrepresents the economic possibilities of public construction, justifies its position with a series of economic sophistries, and concludes by counseling the nation to resign itself to a policy of inaction and despair."

Papers which fear the proposed bond issue are quick to attack the La Follette bill. Those favoring it appear to be withholding their best arguments until the battle becomes acute. For months the Hearst press has been thundering for a $5,000,000,000 prosperity loan as the best way to conquer the depression.

Writing in the New York *Evening Journal*, Claude G. Bowers says that——

"It would have been infinitely better had such a program been adopted in an extra session during the summer months; for the jobless would have benefited during the winter. But we are going to have this vast army of the unemployed with us for a while, and if as many as 4,000,000 men, now deprived of jobs and purchasing power, can be put to work, the effect on trade would be to revive it speedily."

But "bond panaceas are dangerous," warns the Chicago *Evening Post*. "As a cure for a depression," it adds, "they may in the end come nearer to killing the civic patient than curing him."

The La Follette plan, to the Washington *Post*, is simply "fanciful and impractical."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

She'll Fight for Peace at Geneva

SHE WILL BE THE FIRST WOMAN ever to act as an accredited delegate to a major disarmament conference. She will be the first woman ever to participate—as far as Washington records divulge—in any major diplomatic conference.

She will be the first woman to act as a plenipotentiary representative of the United States at any arms parley involving the great Powers of the world.

On February 2, Dr. Mary Emma Woolley, sixty-eight-year-old president of Mount Holyoke College, will take her seat as one of the six American delegates to the General Disarmament Conference of the League of Nations in Geneva.

Holyoke students will tell you that Dr. Woolley is strongly opposed to women's smoking; but her liberality is indicated by the fact that in certain parts of the campus smoking is allowed, and even in one room of her own President's House where she lives with three other spinsters.

Will the presence of this gentle, determined lady from South Hadley, Massachusetts, who represents the flower of New England culture and idealism, strengthen the American delegation in Geneva?

Some editors answer this question with an explosive, enthusiastic "Yes"! Others are warily, reservedly doubtful.

New England is all for Dr. Woolley, daughter of a clergyman, and a brilliant Biblical student herself. After graduating from a seminary for young ladies, she taught school to put herself through college, entering Brown as soon as women students were permitted to enter that university. Last month she completed her thirty-first year as president of Holyoke, which, her admirers claim, Dr. Woolley has elevated to a position among the five foremost women's colleges in the country. A determined, unswerving champion, Mary Woolley has fought for international good-will for more decades than most of us can remember.

Acme

Opposed to Smoking

Whether of tobacco or of artillery, Dr. Mary Emma Woolley goes to the Disarmament Conference as woman's plenipotentiary of peace.

No thread of gray lightens her dark brown hair, no trace of age retards her step, an Associated Press dispatch announces. Dr. Woolley is described by this reporter:

"Her skin is fair and smooth, her step quick and firm.

"Women over the country have become familiar with her tact and humor and executive capabilities in the many women's gatherings she has attended through the years."

After her appointment as a delegate by President Hoover, the North American Newspaper Alliance sent a representative to South Hadley to interview Dr. Woolley. He found her "first of all a woman." For all her seven academic degrees, we read, she is essentially practical in her desire for international understanding. We read from this interview, as published in the New York *Times:*

"Miss Woolley was seated in an armchair in her beautiful, homelike living-room. A fire blazed on the wide hearth.

"She wore a black crêpe de chine dress, simply cut, with cream-colored lace at her neck.

"A small string of pearls was her only jewelry. The room, the holly, her attire, were but a background for her quiet but forceful, human, yet scholarly personality.

"'How can the average American woman help to bring about world peace?' she was asked.

"Miss Woolley recommended that the average woman study international questions through such groups as the League of Woman Voters, the Federation of Women's Clubs, and the Association of University Women.

"She advocated steering table talk along international lines, and also the sending of telegrams or letters to Congressmen.

"She spoke of the terrors of war, and insisted that there is no adequate means of defense to-day.

"Attempts to obtain protection against the weapons of modern science, she said, lead to a mad race for armaments. She believes the continual increase of armaments will eventually bring upon the world international suicide.

"'I really think that the only adequate defense in the age in which we live, with the nearness of all the world with all the rest of the world, is the spirit of understanding and cooperation among the nations.

"'If a nation should be recalcitrant and not cooperate, it should be economically boycotted.'

"Dr. Woolley's dark brown eyes, which looked directly at her listener, flashed with an inward gravity as she spoke.

"'War undercuts all efforts of human progress. We were born for something better than that. But we can't be too impatient. Great changes in the human attitude come slowly by education. If America had entered the League of Nations, things might have been different, and more progress might have been made toward disarmament.'"

NEWSPAPERS across the continent all congratulate President Hoover upon his choice of Miss Woolley as a delegate.

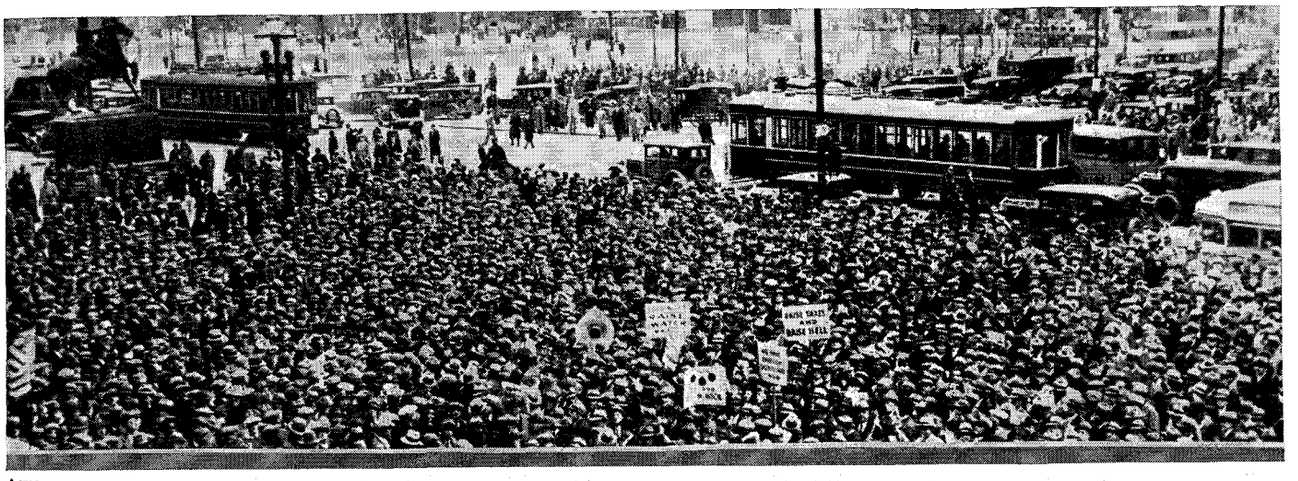
That delegation, they recall, is to be headed by General Dawes, now Ambassador to the Court of St. James's, and among the members will be Senator Claude A. Swanson (Dem.), minority leader of the Foreign Relations Committee, and Norman Davis, former Under-Secretary of State.

Voices of doubt and disapproval, however, are also heard. These anticipate the unveiling of national animosities and antagonisms when the conference convenes in Geneva, on February 2. No place for an elderly New England lady! warns the St. Paul *Dispatch*. Questions relating to the strength and composition of armed forces "on which preparation has been in progress for more than five years," it fears, will be too technical; and the complex diplomatic background against which these negotiations will take place, altogether too confusing.

To these objections papers like the Springfield *Republican* and the Boston *Transcript* retort that it is absolutely essential that women be represented at the disarmament conference. Says *The Republican:*

"She will have a distinct contribution of her own to offer at Geneva; and, if she proves to be the only woman delegate there, it will be a contribution which the conference should not be without. For she will speak for the women of the world."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



Acme

A Demonstration That Halted a Tax Boost in Philadelphia

Thousands of protesting taxpayers in the City Hall plaza caused the city fathers to abandon plans for a heavy 1932 tax increase.

Taxpayers' Rebellions

"RAISE TAXES AND RAISE HELL!"

Flaunting that warmish slogan, an army of Philadelphia citizens descended upon the City Council.

And they forced it to abandon its plan to boost assessments.

Thus Philadelphia leads the parade of revolters. Up jumps the long-suffering John J. Taxpayer in a number of cities to battle against any increase in his heavy burden. Quiet and submissive for years, he suddenly springs into raging activity.

And this uprising, in view of the fact that many local governments are in desperate straits for money, makes a fiery conflict whose ultimate outcome is puzzling politicians and editors.

Outraged citizens of Philadelphia hit the war-path when the City Council prepared to increase the city tax rate by 35½ cents per $100 of assessed property valuation, and to jump the water rate 50 per cent.

Thousands feared the loss of their homes from this step, we read. Already, in the previous two years, 51,000 houses had been sold by the Sheriff for taxes. An army of owners, hard prest by the depression, but still clinging to their homes, saw themselves evicted if the new tax increases went through. Violent protests became the order of the day.

"One real estate dealer threatened to deed eighteen houses to three South Philadelphia Councilmen so that they would have to pay the taxes on them," writes Lawrence Davies to the New York *Times*. "All firmly declined the gift." And then Mr. Davies tells us how the Philadelphians won their fight:

"Three days after the Council's finance committee acted, five thousand persons attended a mass meeting in North Philadelphia, where they jeered and booed the names of Council members.

"The next day the Council met to approve the tax increase. Police kept several hundred determined-looking taxpayers in the corridors of City Hall while the legislative body was in session. It postponed final action on the tax rate.

"The following night about 13,000 men, women, and children invaded the central city section with red fire and more jeers, and organized the Taxpayers' Association of Philadelphia.

"An even larger body two days later marched on City Hall, and demonstrated in such convincing fashion that the Councilmen, meeting in a room which looked out upon the angry assemblage of taxpayers on the plaza, sent word of surrender."

THE result is that $15,000,000 must be cut from the city budget, we read.

But then the city—third largest in the United States—found itself in a predicament—its treasury was empty. Twenty-six thousand employees saw their December 15 payday come and go without receiving a cent. Bankers refused to lend the city the $1,700,000 needed. There was talk of issuing scrip. City leaders racked their brains for a solution.

Then, we read, President Edwin R. Cox of the City Council had a brilliant idea. Through a transaction with the Sinking Fund Commission, the city was enabled to sell $2,000,000 worth of the $5,000,000 city bonds then on sale. Thus the employees, four days later, were paid. The financial crisis, if not averted, was at least postponed.

Other cities are confronted by this same problem of insufficient funds and resisting taxpayers, we read. Indeed, the United Press tells us that "an aroused citizenry is in far-flung rebellion against heavy tax burdens, with the result that the financial problem of many cities has become acute"—

"Denver citizens have rebelled against a 20 per cent. reduction by the State Board of Equalization of farm-lands tax valuation while cutting city value only 5 per cent.

"Heavy borrowing has enabled Detroit to pay all employees thus far, but sharp reductions in tax collections may force a cut in fire, police, and school staffs, reduced pay, and laying off of 1,000 employees.

"The widely publicized conditions of Chicago and Cook County have resulted largely from an organized taxpayers' strike and attack through the courts on the legality of tax assessments.

"The city government of Atlanta, Georgia, is $1,500,000 in debt, of which $700,000 constitutes notes already overdue since December 19, borrowed from Atlanta banks to pay teachers.

"Elmira, New York, is unable to pay municipal salaries, and has been forced to borrow to pay teachers. The city hopes the Legislature will authorize bonds to meet salaries and bills."

AND the same article tells us that altho in New York City an unsuccessful attack was made by citizens and newspapers on the 1932 budget of $631,000,000, largest in the city's history, "successful rural movements against high taxes have been conducted in Minnesota and Nebraska."

"Everywhere resentment is growing," remarks the New York *Times* editorially. "It is bound to make itself felt sooner or later unless municipal officials take warning and slash budgets that have swollen to intolerable proportions."

"It isn't Philadelphia that's wrong; it's the system," declares the Philadelphia *Record*. And—

"An enraged Philadelphia, already stirring in its own defense, must fight until pay-roll padding is ended, drones dismissed, politicians ousted—and the city run for the people, not for the jobholders."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

TOPICS IN BRIEF

AT last a spade has trumped Jack Diamond.—*Ohio State Journal.*

BETTING, says a church paper, is essentially a means of getting something for nothing. Or vice versa.—*Life.*

MEMBERS of a Kent choir have sung carols for twenty years running. This is the safest way to sing them.—*Punch.*

BUT if the nations are "prepared" when equally armed, why not when equally disarmed?—*San Francisco Chronicle.*

THE Senate's first bill was a law to conserve wild life. Self-preservation is the first law of nature, too.—*San Diego Union.*

A SENTIMENT seems to be spreading that the bridge war up to date has been more successful as a war than as bridge.—*Detroit News.*

HOWEVER, President Hoover's program can not be expected to get lost business back unless and until it is written on asbestos.—*Weston (Ore.) Leader.*

MELLON wants a tax on checks but the public wants a check on taxes.—*Greenville Piedmont.*

KOREA may be known as Chosen, but we hope Manchuria won't be known as Taken.—*Shanghai Evening Post.*

AMERICAN taxpayers don't like to think of their hard-earned dollars being buried in an unknown grave in Europe.—*Toledo Blade.*

SCIENTISTS say woman's foot is getting larger, but maybe it just seems that way because she puts it down harder.—*Akron Beacon-Journal.*

SNAILS have thousands of teeth, says an item. Haven't you noticed that their pace resembles that of a man hurrying to his dentist?—*Life.*

OUR politicians are perfectly familiar with all the questions of the day. The difficulty is that they don't know the answers.—*Dublin Opinion.*

Two Ends to the Dragon

—Chamberlain in the Brooklyn "Eagle."

SHORT selling is the sale of stocks you don't own. Most of us would be delighted if we could sell the stocks we do own.—*Dunbar's Weekly (Phœnix).*

AMERICANISM: Snorting in wrath because Europe doesn't solve her own problems; waiting helplessly for the Government to solve ours.—*Waco News-Tribune.*

SCIENCE tells us now that life began in a few puddles of hot water in a polar depression. And the depression and the hot water are still with us.—*Boston Transcript.*

IT doesn't make much difference to the Democrats how they solve the deficit problem, so long as it is different from the way Mr. Hoover would solve it.—*Portland Express.*

WHILE a little vague on Chinese patriots, we suppose Wellington Koo is regarded as first in war and first in peace, he being named for the Iron Duke and a dove.—*Detroit News.*

IT is said that many jazz refrains are directly inspired by the songs of the American Negro cotton-pickers. Kindly nature provides an antidote in the form of cotton-wool.—*Punch.*

THAT Swedish scientist believes he has finally perfected his synthetic wood substitute for meat. We fancy it won't be long now before we can order a planked plank.—*Boston Herald.*

SIR GEORGE PAISH claims the world is on the threshold of the greatest prosperity it has ever experienced. But the question is whether the world is going in or coming out.—*San Diego Union.*

GERMAN idea is that the Young plan is already too old.—*Philadelphia Bulletin.*

RUSSIA strikes us as being well organized for practically anything except enjoying itself.—*Ohio State Journal.*

WHAT the New York Stock Exchange ought to furnish next is a report on shirt-selling.—*Norfolk Virginian-Pilot.*

US Democrats might have a better chance to raise the campaign dough with a Baker on the ticket.—*Weston Leader.*

PADDLE-WING, only penguin in New York, died recently of loneliness. Millions of New Yorkers will understand.—*Life.*

ALMOST everything has gone down in the last two years except railroad employees' wages and railroad bondholders' blood-pressure.—*Judge.*

WHEN the United States was helping to defeat Germany, it had no idea how much it was going to cost to help Germany bear the defeat.—*San Diego Union.*

THE Federal Government faces a $2,000,000,000 deficit for 1931. Congress is meeting to decide how to spend it.—*Life.*

THE chief difficulty in making Japan behave is to find somebody qualified to throw the first stone.—*Akron Beacon-Journal.*

As well as we can see the matter, the United States goes ahead anyhow in spite of every living thing politics can do to prevent.—*Nashville Banner.*

THAT Berlin author who said American women are so beautiful that they can wear any old thing evidently never married one of them.—*Newark News.*

THE daily press carries the announcement that the twenty millionth Ford is coming this way on a tour of the country. Let 'er come. The 19,999,999 passed here Sunday.—*Dallas New Era.*

THE new Mellon plan would probably have a good effect upon the income-tax returns. What it would do to the election returns it pains us to contemplate.—*The New Yorker.*

RIOTERS invaded a Spanish music-hall and pelted the performers with missiles. They didn't leave a turn unstoned.—*The Humorist (London).*

WHEN a foreign nation gets hold of anything valuable, the open door in China just naturally turns out to be a one-way affair.—*Boston Herald.*

THOSE countries which are abandoning the gold standard remind us of the dog which never ate meat because no one ever gave him any.—*Ohio State Journal.*

THE efforts the scientists are making to break down the atom reminds us that the atom is about the only known thing that hasn't already gone all to pieces.—*Judge.*

HITLER refuses to admit that he is a candidate or to announce his platform. The Americanization of Germany is more complete than we had supposed.—*The New Yorker.*

A SUGGESTION that safety be restored to football by abolishing the guards has been indorsed overwhelmingly by the grid-iron clientele of Sing Sing and Stateville.—*Chicago Daily News.*

MILWAUKEE proudly reports that all city bills are paid and the municipal treasury has a surplus of $2,234,000. Are we to conclude that Milwaukee's extraordinary prosperity is one of the blessings of Prohibition?—*Arkansas Gazette.*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

FOREIGN COMMENT

The Transformation of Adolf Hitler

THE GREAT HITLER UPHEAVAL is rumored due in Germany not later than February.

Europe is said to be prepared for this change from democracy to Fascism.

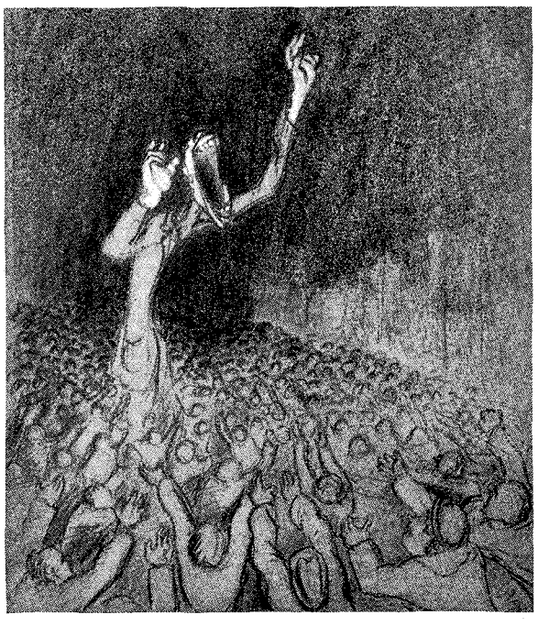
But it was hardly prepared for the amazing transformation of the fire-eating Hitler into a champion of legal and constitutional methods.

The belief is, we are told, that Adolf Hitler has already picked the day when his khaki-clad Nazis, with their swastika banners flying, will occupy the seat of power. But the absolute master of the Nazis, or National Socialists, in Germany, with their claim of 14,000,000 adherents, is quoted in Berlin dispatches as declaring to Germany and the world at large:

"You can not think I am mad enough to turn illegal.

"I do not need that. To fight, the party I am now conducting has force enough; *it makes us great, it makes us hard.*

"Violence would only retard us. I do not understand the hate in the world to-day, and I am doing everything I can to crush dangerous war psychoses."



A German Jibe at Hitler

The German people see the door of Paradise open when Hitler opens his mouth.

—"Der Wahre Jakob" (Berlin).

Any resort to force, he is reported further, would be "sheer idiocy, and only injure the party." He claims now that civil war or revolution in Germany would be of Communist, not Fascist, making. Such an assertion seems incredible to some who couple a Hitlerite *coup d'état* with his own former threat of "heads rolling in the dust." They can not reconcile it with some of the secret documents discovered in Germany which purport to be outlines of Hitlerite policy once the Nazis assume power. There is, for instance, a "draft of the first proclamation of our leadership after the deposition of the existing supreme civil authorities." It was published several weeks ago as a discovery by the *Berliner Volks-Zeitung*, and some selections from it follow:

"Comrades! The existing holders of the supreme power in the Reich and the States have been deposed by the occurrences of the last few days (weeks). As in November, 1918, a material change of affairs has brought a new legal status into being.

"The organizing power resides now with the National Socialist party alone. It is therefore the right and the duty of its leaders to seize and to wield the supreme power which has thus been left destitute. This it does in the name of the German nation before whose future it alone stands responsible for the fulfilment of its task and the selection of the means thereto.

"The extreme gravity of the situation calls for extraordinary measures in order even to preserve the bare life of the nation.

"The first task is the establishment of measures for public safety and the organization of the feeling of the people. Only the severest discipline of the population and ruthless utilization of armed power can make it possible to reach a solution of these problems."

THE proclamation proceeds to declare that "the commandant of the (National-Socialist Landes Wehr) in —— (Starkenburg, Rhine Hessian, Upper Hessian)" orders the following regulations "to the entire population of the country":

"1. All instructions issued by the —— (National-Socialist Landes Wehr) irrespective of the rank of the official from whom they may emanate, must be forthwith obeyed. Resistance will be systematically punished by death, altho court martial may under special circumstances impose other penalties.

"2. All firearms must be handed over to —— (The National-Socialist Landes Wehr) within twenty-four hours. Any one discovered in possession of firearms after this period will be instantly shot as an enemy of —— (The National-Socialist Landes Wehr) *and of the German people.*

"3. All civil servants or officials in the service of public transport, employees, or workmen will at once resume their duties. Resistance and sabotage will be punishable by death.

"4. Emergency measures enacted by the leaders of the —— (National-Socialist Landes Wehr) will take legal effect on the day of their being posted. Especially grave offenses against these emergency measures will be punishable by death over and above the penalties ordinarily applicable."

THEN come emergency rulings for the seizure of foodstuffs and the control of all producers "whether of raw materials or manufactured articles." Penalties for the "frustration of investigation and distribution and for any sale or exchange of foodstuffs" comprise "unconditional appropriation of the entire property," the possibility of "punishment by any form or degree of imprisonment," and "by death under Order No. 1 of the leader's Orders to the Population."

Other provisions, concerning courts, compulsory labor service, and "emergency measures with regard to property," as revealed in the document published by the *Berliner Volks-Zeitung* indicate "a project of the most stringent dictatorship."

Yet now appears the transformed Adolf Hitler. He is said to consider any project of marching on Berlin as Mussolini marched on Rome as "lunacy." One of his spokesmen, described as being fully qualified to represent him, is reported in a Berlin dispatch to the New York *Sun* as saying: "All we want is a new election."

The certainty of Hitler's rise to power in Germany becoming evident, we read in a Paris press cable by William Bird to the New York *Sun*, the European Powers are assuming a more philosophical attitude than that of a few months ago, and this informant continues:

"Instead of a prediction that a Fascist Germany will mean war, one is told that Europe will put up with Hitler as it has put up with other dictators.

"Some French opinion has it that the responsibilities of State will make Hitler far less dangerous than he now is as an irresponsible agitator.

"There have been many signs lately that Hitler and his followers are moderating their tone in foreign matters.

"Both President Von Hindenburg and Chancellor Heinrich Bruening have advised him against alarming the whole world. Hitler apparently has heeded the warning, and even has sent emissaries abroad, notably to London, to reassure both politicians and financiers.

"The French Government as well as French bankers have

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

made exhaustive investigations in Germany, and certain reports, which this correspondent has seen, indicate that the German Government will not attempt to resist Hitler's seizure of power. It is probable even, when the test comes, that Bruening will join forces with Hitler, and bring the latter into power constitutionally."

A broad survey of the German press reveals that many editors now see Hitler as a hero facing a world at arms against his race.

So he is championed by one of his own organs, the *Beobachter*, and so he emerges in impressions of monarchical newspapers like the Berlin *Kreuz Zeitung* and the *Hamburger Nachrichten* of Bismarckian "blood and iron" tradition. A Berlin daily, credited with a detached view, the *Vossische Zeitung*, informs us:

"The followers of Hitler count upon a complete cutting off of Germany from the outside world, happening together with a collapse of the entire credit system, the entire monetary system and the entire business structure of the land. They infer that as a result the whole economic edifice will be in ruins. Thus they will exploit the 'haves' as well as the 'have-nots.'

"Such is the picture which any one with eyes to see with can paint for himself of the aims and methods of Hitler's National Socialists. The Nazis have thought it well to pretend to be 'legal.' As a party of mass protest, but not as a party of violent upheaval, they have gained their voting millions. But there is decided discrepancy between the kernel of purpose and the shell of imposture. The voters do not want violent overthrow but order and work."

An Italian Thrust

Japan (to the League): "Pardon my intrusion, but I am about to gobble up Manchuria."
—"II 420" (Florence).

If there is one organ in Berlin which more than any other has been on the alert against Hitler, it is the Socialist *Vorwärts*, of Berlin. For this reason, the Social Democratic party, led by the brilliant Rudolf Breitscheid, has supported the Bruening Ministry against Hitler's parliamentary onslaughts. An elaborate analysis from the pen of Rudolf Breitscheid appears in the *Vorwärts*, in which we read:

"The practical effect of the whole National Socialist agitation—apparently appealing to all elements with a like benevolence—is the aggregation of a motley mosaic of Hohenzollern princes through all the circles of society until we reach as low as the criminal proletariat of malefactors. Each and all of these social elements are seated side by side as Hitlerites, all hoping for the attainment of their ends.

"The lack of any policy with which the Hitlerite movement swaggers—just as Mussolini once did—is one of the devices whereby the heterogeneous agitation holds together. From a movement and a party which will announce no program and policy any one may expect anything, at least as long as the party is not armed with the power that brings responsibility. To this may be added the factor derived from the military-dictatorship form of the party organization.

"A man is at the head who is invested with the sanction of infallibility by means of a myth and who, on the basis of this artifice, demands implicit obedience. The discipline which Hitler establishes in this fashion is certain of enforcement upon those elements which find all political thinking and political judgments too arduous.

"So the Hitlerites have directed attention to what they call a coming third German 'Reich.' Its prophets are found among every class in which false hopes are inspired, elements which, according to circumstances, are against the workers or against capital, which are either for the small business man, the petty trader, or the big territorial aristocrat, giving their sympathy to the bureaucrat or the war-wounded or the leisure class, as the political needs of the moment suggest. A form of Hitlerite government has been constructed in a vacuum."

Japan's Appeal to World Opinion

In FRIENDLY BUT FIRM TONES Japan declined to abandon military operations around Chinchow, main Chinese stronghold in Manchuria.

This was her reply to protests made by the United States, Great Britain, and France against the Chinchow campaign.

Simultaneously, Japan took a new departure by virtually appealing to American public opinion for approval, when the Japanese Embassy at Washington hurriedly furnished newspaper bureaus with a 1,500-word statement by the Japanese Government, which is an elaboration of the formal note itself.

The refusal of the Japanese Government to abandon the Chinchow campaign, Washington press dispatches point out, left Secretary Stimson and the League of Nations facing a problem of finding some other means of restoring peace in the Orient.

Meanwhile, Tokyo cables to The Literary Digest show the Tokyo *Nichi-Nichi* as defining Japan's attitude in one sentence:

"Japan must defend herself and her vital interests, hence it is inevitable that our troops must advance to western Manchuria, if necessary, for the subjugation of bandit forces."

The powerful Osaka *Mainichi*, sister daily of the Tokyo *Nichi-Nichi* is calm but defiant of the Western Powers under its editorial head "No Triple Interference":

"Because the memoranda of Great Britain, France, and the United States, expressing the desires of the three Powers that Chinchow be not attacked by the Japanese Army were delivered to the Foreign Office almost simultaneously, some Japanese regarded this as a sort of triple interference.

"It is now clear, however, that the three Powers had no intention whatever of interfering with what Japan is doing. They have merely conveyed their expressions of solicitous interest concerning strict observance of treaties.

"The triple interference of Russia, France, and Germany in the Chinese-Japanese War still is fresh in the memory of living Japanese. Recalling the bitterness of Japan's experience in surrendering the fruits of victory because of that interference, we can now realize how the present memoranda of the three Powers regarding Chinchow shocked the Japanese.

"But things have changed during the last thirty-six years. Japan to-day is a World Power, and no nation, however powerful, dare affront her, because the world knows the cost of such audacity."

Therefore, the *Mainichi* holds that it is "an hallucination to consider the present memoranda regarding Chinchow as alarming." The Japanese Government's answer "makes the representations of the Three Powers a closed issue," and this daily adds:

"The problem in Manchuria, however, remains with us. Japan must eliminate unruly elements, whether they are bandits or regulars, in order to contribute to the civilization of Manchuria and of the world.

"Japan can handle the work alone, altho it is difficult. After order is established we must start constructive work. Japan will not attempt to monopolize privileges. All those who are interested in lending a helping hand are welcome to join in the work.

"Japan will not close the open door, but desires only that her privileges acquired by treaty regarding mining, railways, industrial enterprises, and other legitimate activities, be respected by all concerned."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Further cable dispatches to THE LITERARY DIGEST show that the opinions of the Tokyo *Nichi-Nichi* and of the Osaka *Mainichi* coincide entirely with those of the *Asahi* and other Japanese newspapers. Their comments, of course, apply equally to the statement issued by the Japanese Embassy at Washington to the American people through the press, the chief points of which follow. In spite of Japan's wish to maintain order in Manchuria, "the events of September last . . . created a new responsibility and a wider sphere of action for Japan," and we read:

"Attacked by Chinese violence, her acts of necessary self-protection resulted, to her considerable embarrassment, in her having to assume the duty of maintaining public order and private rights throughout a wide area. The local authorities might have been expected to cooperate in upholding law and order. But in fact they almost unanimously fled or resigned. It was Japan's clear duty to render her steps of self-defense as little disturbing as possible to the peaceable inhabitants of the region."

THE second point of explanation in the Japanese statement is that "not only did the existing machinery of justice and civilized existence break down, but criminal activities of bandits who infest the country were naturally stimulated." And it is claimed:

"The prestige and efficiency of Japanese troops were for some time sufficient to keep them in check and to maintain order wherever they were stationed. Since the beginning of November, however, a sudden increase in the activities of bandits has been noted in the vicinity of the South Manchuria Railway zone, and especially to the west of the main line—and it has been established, by examination of arrested individuals, by documents which have been seized, and from sources of information, that their depredations are being carried on through systematic intrigues of the Chinchow military authorities. The bandit forces (which include a large number of officers and men discharged from the Chinese Army) are daily gaining strength. For instance, the number of bandits on the western flank of the main line of the South Manchuria Railway was estimated in early November at 1,300, whereas investigations conducted in early December revealed the fact that they then numbered over 30,000."

A French Fling

Japan is willing to let the League's Commission of Inquiry find out all about Manchuria if they so desire.

—"Cyrano" (Paris).

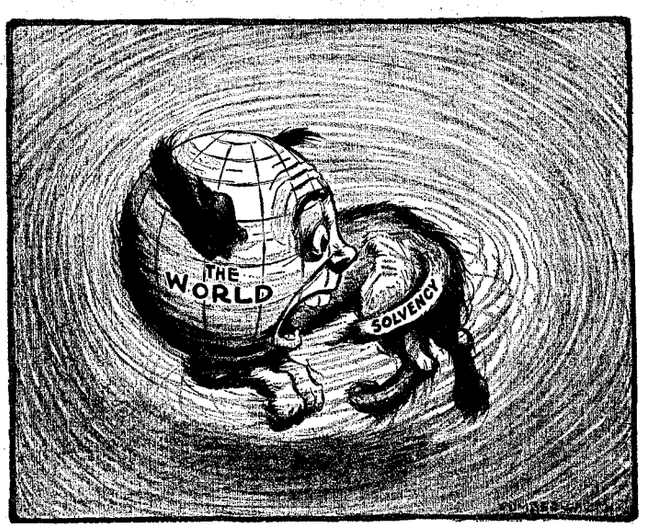
The final point of the Japanese statement reads in part:

"The Japanese Government are confident that their prolonged forbearance and their desire strictly to adhere to stipulations of international engagements will not fail to command recognition by the public opinion of the world."

Hungary Hands in Her Moratorium

HUNGARY'S FATE LIES in the hands of her creditors, and America is one of them.

Among her debts, the press inform us, are American investments and credits in Hungary totaling $179,000,000, including $134,400,000 of governmental and corporate securities.



Making Ends Meet

—Cumberworth in the "News-Chronicle" (London).

Nearly all of these are in private hands.

Hungary's moratorium is called a transfer moratorium. The country will pay most foreign debts in pengoes, Hungarian currency, now worth a little over seventeen cents (17.40. Par 17.49). But Hungary will continue to pay the interest and amortization in foreign currencies on the League of Nations loan of 1924, so far as exchange supplies allow.

Next in order of payment, say Budapest dispatches, are the international relief credits, the treasury issues of 1930-31, the State prewar debt of the Hungarian State Railways, the Danubian-Save-Adriatic Railroad debt, and also the prewar debts of Budapest.

American investors, according to experts, say Washington dispatches, will probably lose between $12,000,000 and $14,000,000 during 1932 as the result of the one-year suspension of transfers on payments on foreign debts.

But the moratorium, we are also advised, is regarded by the State Department as a conservative method of dealing with foreign obligations which temporarily have become too heavy. The problem, it is hoped, will be solved by a revival of world trade.

Meanwhile, Budapest cables to THE LITERARY DIGEST reveal *Pester Lloyd*, the German-language governmental daily, as saying:

"Hungary fulfilled her obligations as long as the currency situation permitted.

"The Government and the nation long have been reluctant to resort to radical measures at a moment when our vital financial and economic problems are being discust throughout the world.

"The moratorium is not a final decision, but is calculated merely to create a standstill while negotiations with our creditors are continued. Hungary's fate now is in the hands of our creditors."

AMONG other editorials from the Budapest press, cabled to THE LITERARY DIGEST, we have the following from the "Upper Class" daily *Magyarsag:*

"What the Government now has done under duress ought to have been done long ago.

"Then it might have been used as a means to stimulate home

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

production. One hundred million pengoes have been transferred abroad in foreign currency to meet foreign debts since the bank holidays of last summer.

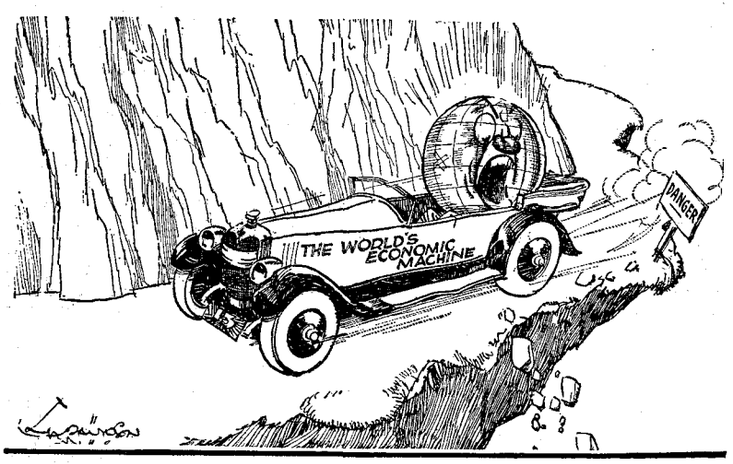
"The stipulation in the moratorium decree that sums paid the Government in foreign currency as payment for monopolies may be used to satisfy foreign creditors is as detrimental as the delay in proclaiming the moratorium. Apparently there is some truth in the rumors that the Government is negotiating the sale to foreign private capitalist groups of monopolies in tobacco and telephones."

In a widely circulated national daily, *Pesti Hirlap*, Hungary's ex-Minister of Commerce, Baron Josef Szterenyi, has this to say:

"The new situation certainly will not help the country's credit.

"Hard work is required to restore confidence in our country. This is the reason I upheld the view, against a vast majority, that we should not resort to a moratorium except in case of absolute necessity.

"Now a situation has arisen wherein the Government has been forced to proclaim a moratorium. The decision is above criticism, as it strengthens the country's will to pay. We only decline to fulfil the impossible. Creditors may be assured that we do not need a receivership, and will fully satisfy all claims."



No One at the Wheel

The World: "It's time I was seeing about a driver for this old bus."
—"The Evening Times" (Glasgow).

Very dubious is the tone of the Socialist *Nepsava*, which believes:

"The effects of the moratorium can only be guessed. We are confronted with the serious fact that a moratorium was declared without the consent of our creditors."

Also we are advised in Budapest dispatches of complaints, heard in Hungarian commercial circles, that the provision whereby the two-thirds of Hungary's foreign obligations, to which the transfer moratorium applies, are to be deposited by debtors in pengoes at the National Bank will rob Hungarian industry of this money. Either a complete moratorium should be declared, it is claimed, or the money to be placed in trust at the National Bank should be made available for domestic trade.

In France, where European borrowers often get money, there is a rather general disregard of the Hungarian moratorium. Yet a cable to The Literary Digest cites the Paris political weekly *Gringoire* in caustic mood. Pointing out the liberality of the French Treasury toward England, Austria, Poland, Jugo-Slavia, Roumania, and Germany, it vents its sarcasm:

"None of these debtors show gratitude. Characteristically, England raised her duties by one-half after receiving five milliard of francs in September. Hungary's moratorium merely confirms the lack of gratitude. We should turn off the financial hydrant forever.

"Then, with a well-equipped Army, fortified frontiers, high tariffs, and the expulsion of foreign workers, we should stay at home, eat our own wheat, drink our own wine, and tell the world to go hang."

A Soviet Unmasking of America

Manchuria is a mask for America's deep and dark imperialistic designs, it seems.

Our pretended anxiety for the sacred Open Door, and for the treaties that have been cited against Japanese aggressiveness in Manchuria, merely hides our Satanic plots.

This accusation is thrust in our teeth by the Moscow *Pravda*, official organ of the Central Committee of the Communist party, in an article by I. Yerukhimovich, a Communist journalist of prominence.

To prove his charge, he first fixes our attention on the three great Powers "clashing" in Manchuria—the Soviet Union, Japan, and the United States. Incidentally, he remarks that no matter how the present Manchurian crisis may be solved, the Manchurian problem may some day lead to a new World War.

He naturally clears Soviet Russia of any shadow of blame by saying that the Soviets desire only peace and tranquillity in the Far East, and cherish no dreams of covetousness about Manchuria or about China at large.

Japan, he goes on to say, needs Manchuria as one of the important Chinese markets for its industrial output, and still more, perhaps, as the source of raw material for Japanese industry. He adds that Japan's purpose to transform Manchuria into a Japanese colony is obvious.

Right here enter the interests of the United States, and this contributor to *Pravda* argues:

"The traditional American policy of the Open Door aims not only at the security of 'equal rights and equal opportunities' for American capital in China, but also aims to undermine the strongholds of Japanese imperialism in Asia."

And now this Soviet delver into the subconscious mind of American diplomacy calls attention to American strategy in the Pacific zone. American militarists, he claims, have known very well what they were about in their concentration on "the Northern naval bases of the American fleet in the Pacific Ocean":

"It is not San Diego or San Francisco that become the chief naval American bases, but Bremerton, on the Canadian frontier, while the main auxiliary naval bases grow up in Alaska, at Sitka and Dutch Harbor, from which point it is only 2,500 miles to Japan, while San Francisco is separated from Japan by 4,500 miles. It is not for nothing, either, that the American Department of the Navy has already spent $100,000,000 on building up these new naval bases. Thus, under cover of loud pacifist shouting the American bourgeoisie prepares itself for a war in the Pacific."

In the light of these facts, Mr. Yerukhimovich continues, it may appear strange that Mr. Stimson, the Secretary of the Department of State, should have adopted so mild and courteous a tone in his protests against the Japanese occupation of Manchuria. This, however, Mr. Yerukhimovich asserts, is easily explained. Mr. Stimson even encourages the Japanese in their venture, and "by so doing he pursues a threefold purpose":

"First, he wants to prolong the Manchurian conflict in order to let Japan get herself entangled as much as possible in it. Meanwhile, he hopes that Japanese imperialism will be forced out of the other parts of China. And, by the way, this is why the United States displays such friendliness toward the Nanking Government. Secondly, Mr. Stimson wants to provoke an armed conflict between Japan and the Soviet Union, for such a conflict over Manchuria would weaken both the Proletarian Republic and Japan. Thirdly, he hopes that the Manchurian tangle will lead to a really important war in the Far East—a thing of which the financial and industrial magnates of America long since have been dreaming."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

A Supreme Specimen of French Carving

A CRABBED, CRUEL OLD DODDERER, going about with his hat decorated with religious figures and sending displeasing subjects to the gallows.

That's how we usually visualize Louis XI, as the late Sir Henry Irving represented him in the play.

Or the cynic trying to buy off death through his confessor.

The Albright Gallery in Buffalo has just acquired a wood carving of the young Louis that gives quite a different picture.

More than that, it is called one of the most important works of art in this country—"one of the loveliest examples of fifteenth-century French carving," says Edward Alden Jewell in the New York *Times*.

The Buffalo transaction was made through the agency of Joseph Brummer, the art dealer, from whom Mr. Alden draws for information:

"Mr. Brummer tells us that it was discovered in Nancy, in a small collection of which it had been a part since the French Revolution, and that prior to that it was in Nancy's fifteenth-century Ducal Palace.

"Mr. Brummer says the polychrome is all original, tho most of the pigment has disappeared from the back of the figure, and the colors that remain are probably a great deal duller than when first applied. Louis XI—still a Dauphin as portrayed by the artist—wears a pink hat, similar in shape to that worn by the young fifteenth-century gentleman in Joos van Cleve's portrait, now on exhibition at the gallery of P. Jackson Higgs.

"The cloak is gold, lined with delicately engraved blue flowers; red hose, black shoes. The falcon, perched on the Dauphin's left wrist, is dull green.

"But it is the pale, exquisitely carved face of this youth that holds one enthralled. Its expression is at once dreamy, keen, cynical, sensitive, and cruel. One might search far without finding anything in plastic work more searching, more subtly and beautifully wrought than this characterization.

"Louis XI died in 1483, and the piece of sculpture is tentatively assigned to a period between 1470 and 1490, so that it may actually have been made after the King's death. But the sculptor, in preferring as his subject the youthful Prince, has yet succeeded in inscribing the potentialities of one who was to become known to all as 'the terrible King.' This is a profound psychological study as well as a superb work of art. In its modeling, the figure reminds us that altho for some time Flemish realism had replaced, in France, the pure, lofty stylization of the Middle Ages, men had not altogether forgotten an earlier radiance. Professor Hudnut of Columbia has indicated that such imperative realism could be 'tempered by Gallic restraint and charm.'

"In many figures of the fifteenth century one finds 'French draperies more fluid and graceful, French groupings less agitated, faces more tender and serene' than are corresponding elements in Flemish work."

Courtesy of the Albright Art Gallery, Buffalo

When Louis XI Was Young

Showing that once he was charming.

JUST to recall a bit of history:

"When Louis XI was five years old, Jeanne d'Arc took up her banner and led the armies of France. When he was six his father, Charles VII, was crowned at Reims. Louis was scarcely thirteen when he was wedded to Margaret, daughter of James I of Scotland.

"At the age of sixteen he had left the shelter of boyhood behind him, and was already immersed in possibly the most tangled web of political plot and counterplot that human history can reveal. From that time until the end there was no respite.

"Louis spent the last two or three years of the stormy life in the château of Plessis-les-Tours, a 'spider's nest' bristling with watch towers. Thither astrologers and physicians swarmed 'to prey upon his fears—and his purse.' All this, and majesty besides, and cunning and a fierce, uncompromising thirst for power, the nameless sculptor has felt and imprisoned in wood—how unforgetably, with what a passion of clairvoyant understanding!"

The Cover

OUR readers will welcome another picture from so colorful an artist as Anthony Thieme.

But the contrast is striking between the "Rockport Fishing Boat" and the "Virginia Homestead," shown on the cover of the October 5, 1929, issue.

Here we get the real life of the sea opposed to the cloistered calm of Southern life.

Mr. Thieme was born in Rotterdam, Holland, in 1888, and when only a boy he shipped as an apprentice seaman on a Dutch sailing vessel, captained by his uncle. Later, as we learn from an article by Harry Elmore Hurd in *The Breeze*—

"He went to sea upon the ships of strangers, knocking about the world, sketching and painting from South America to the Dutch East Indies, and from Australia to Africa, and the more distant ports of the Mediterranean.

"He has never lost his passion for the sea.

"Any coast guardsman along the Rockport coast will tell you that 'Thieme goes out in his motor-boat when old fishermen know enough to remain at dock.'

"Any person who loves to go 'dock-wholloping' is certain to be thrilled by Mr. Thieme's marines. His genius lifts commonplace wharves and fish-houses and humble fishermen to poetic heights. Like Millet, he sees the poetry of humble life.

"His cool New England coast-pictures are far removed from his bright warm canvases from sunny Italy. One who beholds one of his shore studies smells the weeded sea, hears the mewing of gulls, and feels the rhythm of strong tides.

"His boats are capacious and strong, they are actually in the water, they carry loads. The artist's skill as a figure-painter is sometimes revealed by the rhythmic power of a fisherman poised to cast a line or to lift a net. And such shadows! They quiggle and change in shifting lights, they are alive!

"In art, Anthony Thieme lifts the lavender-sided boat-houses and the 'smelly' fish-boats out of the commonplace into the realm of poetry. It would be folly to catalog these canvases, for they are legion."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The Actor Turning on the Critics

THE THEATER HAS TURNED on the critics.

Rumblings have been heard for some time that critics try to show how clever they are instead of showing what merits the play contains.

A protest has finally come from the throne, so to speak, for *Equity*, the official publication of the Actors' Equity Association, has attempted to show up "dramatic critics through the actors' eyes."

It is moved to make its observations through "the greatness of the stake which the actor risks with every appearance before the critic."

Equity thus defines its views:

"The critic is, as a matter of fact, made necessary by the producing managers themselves.

"If the public could trust the advance notices and the advertisements which emanate from producers' offices, there would be no need of critics; or if the public could see plays as they do automobiles before paying for them, mere reporters might do.

"There is where the dramatic critic enters the theatrical scheme.

"In theory, and often in fact, he is an expert observer with no stake in the matter beyond reporting what he has observed. He is the impartial appraiser to whom the public turns for information as to the value of the wares for which it is asked to pay sight unseen.

"In that capacity it becomes necessary on occasion for dramatic critics to exercise their judgment as to whether or not a player has lived up to the possibilities of his part or to his previous promise as an actor.

"Equity realizes that to demand that a critic should refer only to that which was commendable in play or performance would quickly destroy the value of any compliments the critic might have to pay.

"He must make his readers from both sides of the footlights feel that what meed of praise is given has been earned—that it has to be earned.

"It seems to *Equity* that the correction of such abuses as exist must lie wholly in the hands of the producing manager. They have, to a large extent, made the school of personal criticism what it is by starring those critics who have pleased them, in their advertising.

"They can decrease their value to their papers, if not unmake them, by ignoring, not those who displease them, but those who use the theater solely as a medium for their own advancement.

"Such a course would, of course, require a certain amount of mental stamina and perspicacity on the part of the producing managers, and there would still be occasional lacerated feelings.

"But personal exploitation as it now exists in reviewing would be eliminated from the theater. *Equity* feels that the effort should be worth trying."

THE critics are not much perturbed.

Burns Mantle of the New York *Daily News* finds the complaint against the critics "as old as the job of play reviewing," and thinks that "it is now being used as the unhappy manager's alibi for the wretched business being done by all except Grade-A attractions."

Percy Hammond of *The Herald Tribune* sees it in this light:

"The drama which once was both an art and a big business is now but a panhandler holding out a tin cup. There are many good theaters, actors, and audiences, but few entertainments.

"Almost any amateur playwright with a knack of salesmanship can finance his opus by soliciting funds among his open-handed acquaintances; and present it by renting a vacant theater and depositing securities with the Actors' Equity Association. The results are unprofitable to all concerned."

He adds that—

"All the managers have to do is to forbid us vandals from attending their exhibitions. The law permits them to refuse admittance to displeasing persons; and why they do not exercise that privilege more frequently is their own fault, not that of the reviewers."

The Philadelphia *Inquirer* thinks the protest of *Equity* not without justification:

"The tendency of the writer about the theater to depart from the principles of sound criticism and crack jokes at the expense of author or actor has become marked in recent years. That is an easy kind of cleverness which serves neither the drama nor the public.

"It rests on the obvious fallacy that a particular piece of criticism is 'only one man's opinion,' whereas, in fact, if it is to be really sound, it must proceed from careful observation and comparison of dramatic art. In other words, the critic should have, as Matthew Arnold said of poetry, a 'touchstone' by which to appraise the value of the work.

"There is no doubt, we think, that the general quality of dramatic criticism has declined in recent years, and that the flippancy which many cultivate as a virtue is a fault."

If the Irish Should Cease to Be Witty

"INTENSIVE LABOR" IS BEGINNING TO INFECT the Irish, we are told, and this bodes ill to their genius as a witty nation.

"The Irish," says Liam O'Flaherty, the famous writer, in the Paris edition of the London *Daily Mail*, "still have more leisure than the English, for instance, and certainly they place a far higher value on leisure than the Americans, the French, the Germans, or the Five-Year-Planned Russians. Therefore they are easily more witty than all these people."

Mr. O'Flaherty looks upon the whole world as "on the road to becoming an unattractive lunatic asylum, in which there is only room for machines and mechanical noises; even to the extent of abolishing conversation in favor of the radio."

He sees a grim outlook for the Irish:

"And I can see the day not far ahead when even the Irish will buy wireless sets and pay yearly subscriptions in order to have dull foreigners do their talking for them.

"They talk less in Ireland now, in common with the rest of Europe. Of course, in America, they never talk at all, and have not done so for years; just that yelling that might go on between two people riding at ninety miles an hour on a motorcycle.

"And this is very sad, for I think the old Roman proverb about eating and living should be changed to: 'We do not talk to live, but we live to talk.'

"In Ireland, before the Shannon Scheme and the Hospitals' Sweepstake turned us into a Big Business Community, we lived to talk, and that was the origin of our wit.

"Being witty is a whole-time job. One must divide one's life between sleep and conversation, in order to become efficient at the latter. Conversation is like a stream in which there is alluvial gold; the precious grains of wit are found by means of the constant sifting of outpouring words. When found, they must be spent at once, not stored up and sold at so much a quip, thus making a profession of what should be the spontaneous exercise of a divine gift.

"For that reason, I dislike the professional Irish wits, who earn fame and emolument by writing funny things which have been stolen from the mouths of some poor thirsty devils in a tavern, or picked up by eavesdropping on peasants loafing at cross-roads.

"And I am frankly bored by the eminent jokers who trot around from one Dublin drawing-room to another to let loose within the hearing of some notable foreigner their choice sayings, and then are gone before anybody can discover that their wit is borrowed.

"The real Irish wit is not at all a funny fellow. Like all true comedians, he is a sour, melancholy, bitter man who can't help being witty, even when he just looks at you without saying a word. For wit is a criticism of life, and more especially of human folly, which is often so far beyond words that only the raising of an eyebrow can describe it.

"The form of wit I like best is that twisting of speech which is peculiar to our people; using the most extraordinary phrases to describe some common or garden thing."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Explaining the Metropolitan Crisis

MANY THINGS ARE GOING ON under the surface at the Metropolitan Opera.

In our two preceding issues we quoted comment from the outside. Many who love the opera may think one of these unjustly severe.

Mr. Olin Downes of the New York *Times* endeavors to adjust the balance, and speaks of the institution's glorious history, and its need for friendly support.

Mr. Otto Kahn's recent retirement from the board of directors has "created a new situation," Mr. Downes admits, tho Mr. Kahn's successor, Mr. Paul Cravath, "announces adherence to the policies of his predecessors and complete faith in the offices of Mr. Gatti-Casazza, justly recognized as, perhaps, the most able operatic administrator in the world."

But those who see only the surface can not dispel certain apprehensions. Considering the past astute management, "a season or two or three of diminished profits," as the Brooklyn *Eagle* comments, "should not result necessarily in a break-up of the present organization if there were not other contributing causes."

Mr. Downes mentions the overtures of Radio City to incorporate the Metropolitan, and states that "there is no question that present financial conditions influence some of the Metropolitan board strongly in favor of the move."

But this, or other talk of "radical moves," or "curtailment of the present season," he asserts, "would be dangerous if not irreparable calamities."

Stating the case for the policies of the management that have brought success in the past, he writes:

"The Metropolitan caters to an enormous public, less discriminating than it was before 1914. Only a small percentage of this public has operatic tradition and knowledge behind it.

"Still smaller is the percentage of musically cultured, altho they would be more numerous if conditions justified their presence. The conventional repertory pleases this public.

"There is no question about it. Witness the reception of Rossini's 'William Tell' and the high notes of Mr. Lauri-Volpi, one illustration of a thousand which Mr. Gatti could quote to support his procedure.

"He must give an enormous number of performances a season. The Metropolitan schedule of rehearsals and performances and the other multifarious details of operatic management is as complicated—or more so—as the train schedule of the Grand Central Station.

"Such problems as these conditions present, and other intricate matters of which the public knows nothing, have been handled by Mr. Gatti-Casazza with a skill, order, equanimity past praise.

"The dignity and scrupulous probity with which he has filled his office, and his capacity for objectivity and looking facts in the face reflect the highest credit upon the director and the man.

"At the same time, for various reasons, artistic standards at the Metropolitan have become those of routine rather than high achievement.

"No doubt the paucity of good singers, which is world-wide, and other post-war conditions affecting music as well as everything else, have been partly responsible for this tradition. But it is also true that singers unworthy of emergence on the Metropolitan stage have been engaged, and that new operas seem late in arriving there, variegated as the Gatti repertory has been.

"In its way, and under the circumstances, it is a prodigious achievement. And the Metropolitan orchestra is in need either of rest or renovation or both.

"Can an institution which fulfils the functions of the Metropolitan, with the conditions under which it works and the public which it serves, escape getting routine in its joints? Too many of the performances have been apathetic and technically second rate."

WHAT the depression has done to opera is the next consideration of Mr. Downes, who also adds some warnings about the Metropolitan losing its identity:

"Until last year, when the depression began to be felt in all circles, including those of opera, the Metropolitan functioned comfortably and enjoyed the support of a great paying public. But upon these resources it can no longer safely rely.

"In seasons of prosperity the city has a larger public than the celebrated opera-house can accommodate. Now the shoe is on the other foot. In earlier years, it is true, the Metropolitan might have abandoned safe and sane courses for a higher and more perilous path.

"It might have gone the way of our orchestras—or orchestra, since a second orchestra, the New York Symphony, had, owing to excessive demands upon Mr. Flagler's purse, to drop out of the race.

"The Metropolitan might have faced annual deficits of hundreds of thousands of dollars, each season, and given the best possible productions of new as well as old works, whatever there was to pay. The Philharmonic-Symphony Orchestra has done that. So have the orchestras of other leading American cities, with the result that public interest in music in America is swinging from opera to the concert-hall."

Wide World photograph

The Metropolitan's Heads

Mr. Gatti-Casazza, impresario, and his wife, Rosina Galli, head of the ballet school and formerly premiere danseuse.

That Mr. Downes holds the Radio City proposal in disfavor is further emphasized:

"If the Metropolitan does more than rent space in Radio City, which it probably could not do without surrendering some of its prestige, it would lose its traditions and identity. It would become something else than it has been, and no one knows just what.

"If it stands by itself it will have competition by an organization of unlimited financial resources, with special means of appeal to the great public. For opera there will be, of one sort or another, at Radio City.

"Of course, the pressure of present financial circumstances toward any policy which will alleviate drains upon the Metropolitan purse will have powerful attractions for our suffering millionaires, and such pressure, in their present frame of mind, may be determinative.

"But it is incredible that the Metropolitan Opera Company, with its long past and all that it stands for in the public mind, will give way to a passing emergency, of however serious nature.

"Surrender would have an injurious effect in this city and this country, and the injury would not be confined to the musical world."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The Religion of the Machine Age

CHURCHMEN, LAYMEN of high and low degree, cracker-barrel philosophers and prophets galore have damned the machine age and mass production as inventions of the devil to destroy us body and soul.

To these broadcasters of despair the machine is the means of spiritual ruin and physical decay, its use yet another way of enslaving millions to make captains of a few.

An English Bishop has even advocated a ten-year holiday in scientific invention and production, that we may take time to save our souls from its corrupting influence.

But another interpreter of the times tells us that the machine age and its mass production have unlocked the door to untold treasures of spiritual and physical wealth. To him the new economic order, with its giant mills and machines incessantly grinding out millions of wares for man's material comfort and convenience, has a virtue quite its own.

Instead of destroying religion and idealism and all things that man commonly calls good and beautiful, it is freeing the masses from measured toil that they may have more abundant life.

And to demonstrate it, Edward A. Filene, president of William Filene's Sons Company, Boston, has given us "Successful Living in the Machine Age" (Simon and Schuster). Mr. Filene is a prophet of the new order, humanitarian at large, and one of the outstanding retail merchants of the country. In an introduction to the book Glenn Frank says of it: "There has been so much bunk and balderdash written about the impossibility of the human spirit's keeping alive in a machine age that this book comes like a breath of clean and antiseptic air through a stuffy room." It is somewhat similar in thought to Dr. Robert Douglas Bowden's "In Defense of Tomorrow," reviewed in these pages November 14.

Mass Production a Boon

Says Edward A. Filene, noted merchant and humanitarian, who believes it marks "the beginnings of the greatest religious movement in history."

IN his book, then, Mr. Filene attempts to prove that mass production, which he defines as production for the masses, based on scientific fact-finding and planned promotion making for high wages, low prices, and shorter working-hours, is not only producing a beautiful world, but is liberating the masses to appreciate that beauty.

As this great merchant sees it, mass production serves everybody. It can play no favorites. Obviously it can not tolerate poverty anywhere. By widening opportunity it compels an international, instead of a narrowly national, outlook. It has enlarged family life, community life—made the world a single parish. In short, virtue has been found in the cogwheel, and the dollar is a medium for the exchange of good fellowship and the promotion of human service.

"This in itself may not be religion," writes Mr. Filene, "but it must lead to a great new religious awakening, and a religious experience such as humanity has never had an opportunity to know before."

Mr. Filene is not a prophet without honor in his own country. He is the founder and president of the Twentieth Century Fund to promote the improvement of organized economic, industrial, civic, and educational conditions. He is coorganizer, ex-director and former member of the Executive Committee of the International Chamber of Commerce, the Chamber of Commerce of the United States, and the Industrial Relations Committee of the Boston Chamber of Commerce. During the war he served as chairman of the War Shipping Committee, and received decorations from the French, Austrian, and Italian governments.

Called upon once to address the Federal Council of Churches, he pored over the New Testament for a text. He found the two great commandments of Jesus. He could not, he says, understand the one beginning, "Thou shalt love the Lord thy God with all thy heart," tho he believes in God. But he did understand this commandment, "Thou shalt love thy neighbor as thyself."

AND that principle, Mr. Filene leads us to believe, is operating in the new economic order. In this book, then, we are not called on to worship the machine, but to see it as the servant of humanity. Mr. Filene develops his views on the relation of mass production to politics, religion, medicine, leisure, quality, thrift, and many other topics of interest and concern, not merely to business men, educators, and students of social affairs, but to the average intelligent layman interested in adjusting himself to the changes taking place in our economic and social life.

Mass production, the author tells us, began, not with theories, but with facts, "only to discover very shortly that it could not be successful unless it not only served the masses faithfully but learned, through constant fact-finding, how to give better and better service day by day." He goes on:

"Mass production did not discover how to distribute wealth equitably, either so that everybody should have exactly the same amount or that each person should be paid exactly according to his social worth.

"It did not solve the problem of whether a dentist is worth more than a garage mechanic.

"It did discover, however, that it must produce an increasing volume of wealth, and that it must distribute this wealth to the masses, since, in the very nature of the situation, no amount that could possibly be distributed to the classes would be enough to permit mass production to go on.

"It discovered, therefore, how to distribute buying power, so that the masses, hitherto condemned to poverty, would be able to have their wants supplied; and how to distribute leisure, with its opportunities, never open to the masses before, not on y to enjoy material abundance, but to develop intellectual, social, and spiritual culture.

"It goes without saying, of course, that all these things have not yet been brought to the masses, for the system of mass production has just begun. But the way has been discovered, and the business necessity for following that way has been discovered; and *it is the way of human liberation.*

"That is the great meaning of these wonderful times.

"Because mass production, developed from fact-finding, is more successful than traditional production, it already dominates the market and, therefore, must supplant the old traditional methods by which human beings have been striving to keep alive.

"In doing this, however, without making any change in human nature, it revolutionizes all human relations and compels those who would be great among us to become the servants of all."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Mass production, says this prophet, has discovered the way of service; "and the way is no longer the way, merely, of devotion to an ideal nor of abject obedience either to a leader or to some sacred text. It is the way of fact-finding. It is the way of truth. Only as it finds the truth can human life be liberated, and only by eternal questioning can the truth be found."

We are prone to see a glamorous haze hanging over old scenes, to speak tritely of "the good old days," when, we believe, romance trod on the heel of time. But the days of the old class, or group, system of society, in which each group could achieve its desires only by shutting the masses out, when a text was religion and business paid the preacher—those were the days of poverty. "These," declares this provoking prophet, "are the days of abundance. In these days, even business success depends upon our letting the masses in."

MR. FILENE does not know what the religious institutions will do about all this. But he thinks it may no longer be feared that churches "will betray the masses by lining up, as they have historically done, with the dominant economic order. For the dominant economic order is the order of mass production—the system whose success depends upon the utmost possible service to all society, particularly to those who have hitherto been disinherited."

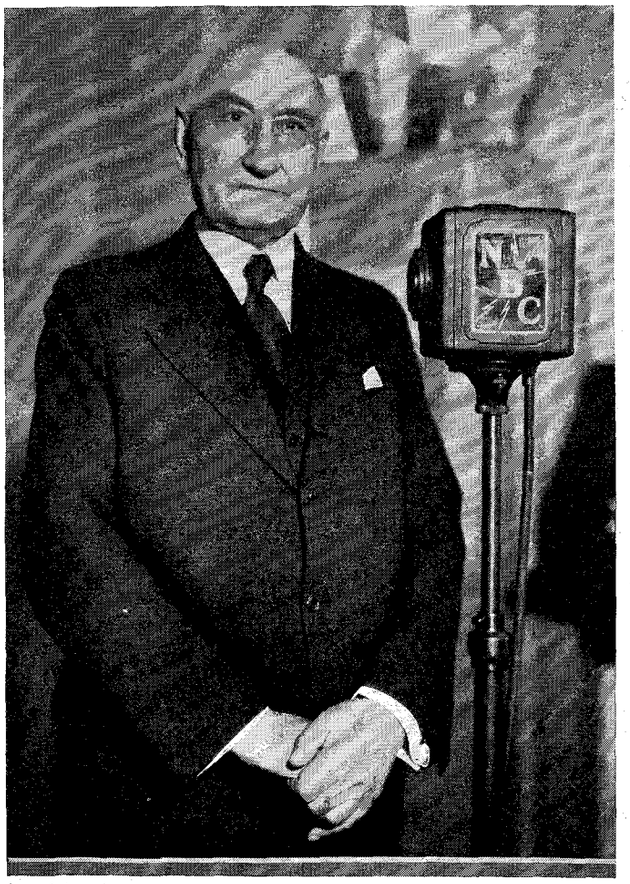
If religion is service, then; if it is a matter of human relations, the means of a more abundant life, believes Mr. Filene, "we are at the beginning of the greatest and most inclusive religious movement of human history."

"For our problems are no longer the problems of scarcity and of poverty—problems which could be met only by shutting the alien masses out. They are problems, rather, of surplus, of what we have been calling overproduction—the discovery that our ability to serve has completely outrun our plans for service, and that we must of necessity evolve new plans looking to a more abundant life for all.

"As to the religious expression of this emerging social order, we whose minds are steeped in the traditions of a passing order will doubtless reach many and perhaps diverse conclusions.

"Of one thing, however, we may be sure: it will not be a part-time religion, or a religion which will necessitate any withdrawal from life. In the days of man's disunity, in the days when he was not only compelled to devote almost all his energies to the problem of food, shelter, and clothing, but when it seemed that he must always be protecting himself against the maraudings of other human groups, about the only opportunity he had for religious expression lay in his being able to withdraw to some inviolate sanctuary, or in his having one day out of seven in which to cease his labors and meditate upon holy things.

"But now that science is abolishing the cruel struggle for existence, now that the well-being of others has become a selfish necessity for each of us, now that we have discovered that we must wage cooperation with the same intensity with which we have customarily waged war, our religion will and must be a seven-day religion—a religion not of escape from, but of constant, creative participation in human life."



Acme photograph

The Criminal Is Begging for Quarter

Says Frank J. Loesch, president of Chicago's Crime Commission, in telling of the victory of organized law enforcement over organized crime in the Mid-Western metropolis.

Chicago's Victory Over Gangdom

ORGANIZED CRIME HAS BEEN CRUSHT in Chicago.

The brothers Capone and others of their sordid crew are in jail.

Still others are bound for narrow cells—and the fight goes on. Not one of the terrorists is to be left in peace.

So Chicago's anti-crime campaigners look back upon the year's work with a deal of satisfaction. They believe that law and order are returning to the scene.

To the Chicago Crime Commission and the "Secret Six," backed by wealthy and influential citizens, is given most of the credit, says an Associated Press dispatch, in telling of the victory. A vigilant Federal Government and a militant press are named as the other contributing factors.

Reorganization of the Chicago police force, the conviction of Alphonse Capone on income-tax charges, and enactment of legislation directed against gangsters, says Frank J. Loesch, president of the Crime Commission, have left the criminal begging for quarter.

"Organized law enforcement has fought it out with organized crime," he says, as the dispatch quotes him. "The gangster has been conquered."

THE "Secret Six," backed by the resources of the Chicago Association of Commerce, agree with the Crime Commission, we read, that a victory has been won. But Alexander G. Jamie, head of the organization, says that the job is not finished.

"Al and Ralph Capone, Jack Guzik, and others, are in jail," Mr. Jamie says. "They were the men most capable of leading, but there are others. We can get those remaining into prison, and we will."

Of the original list of twenty-eight "public enemies" drawn up almost a year ago, points out Mr. Loesch, five are in prisons, two are under sentence, two are awaiting sentence, one is awaiting deportation, two are involved in deportation proceedings, four are fugitives from justice, one is facing a murder charge, and nine are under police surveillance. Two were killed by their own breed.

"Public Enemy list Number 2" was drawn up about six months ago, we are told; and the campaign against them has been almost as effective. Convictions have been obtained against some, and the force of public scrutiny has been focused against all.

Giving credit to the press and to the Federal Government, Mr. Loesch is quoted as saying that "as much more will be accomplished in 1932, and our victory will be complete."

"It is a splendid showing," says the New York *Times*, speaking of Chicago's clean-up, "a lesson to other communities, and a

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

source of pride to a nation which has within its borders the magnificent city of Chicago."

"A real house-cleaning," the Boston *Post* describes it. "Chicago is still too much crime-ridden," it says, "but the great city is making real progress in rooting out the terrorists."

Others, too, derive an eminent satisfaction from the success of the Mid-West metropolis. "So many disagreeable things are said about Chicago," observes the Providence *Journal*, "that it is a pleasure to record progress in its fight against organized thuggery. All that is needed is a continued combination of courage, conscience, and common sense."

"Chicago," chimes in the Charleston *Daily Mail*, "is showing both that it can be done and the manner in which it can be accomplished. If in the past Chicago has suffered from an unpleasant publicity, the signs are that it will be hailed as a model in crime suppression, and rise out of the muck a comparatively purified and exemplary community."

But important papers in Chicago evidently take the victory for granted, for they pass it by to cover the latest murders in New York and elsewhere.

Poverty Breeding Vice

VICE AT LEAST IS FLOURISHING during the depression.

With many young women it is a question of starving or surrendering to temptation.

And it is not easy to starve with food in sight.

The terrible fact is announced by New York City's Committee of Fourteen, which has engaged in a war on vice since its formation in 1905.

The Committee finds that their inability to get work "is forcing many young women either directly into prostitution or at least into border-line occupations from which the ranks of prostitution are most generally recruited."

To make matters worse, as might have been expected, "the underworld is showing increasing activity in taking advantage of this situation and of a temporary disorganization of official protective measures."

The Committee's statement, which appears in the metropolitan press, is signed by Cardinal Hayes, Bishop William T. Manning, Nathan Krass, rabbi of Temple Emanu-El, Dr. Harry Emerson Fosdick, pastor of Riverside Baptist Church, J. Barstow Smull, president of the Chamber of Commerce of the State of New York, and Thomas J. Watson, president of the Merchants' Association.

"All creeds seem to stand with business associations for an effort to lessen the hardships that create the temptation," comments the Brooklyn *Eagle*. But it considers that temptation is "personal. It springs out of conditions only vaguely connected with the police or the city government, and belongs rather to the field of intelligent psychology."

But hunger, says the Philadelphia *Record*, is the impelling cause. "The march of evil times, which is only a sagging line on the charts, is for many women the sad old story of despair, acquiescence, destruction."

This outgrowth of poverty, thinks *The Record*, furnishes another reason why the Federal Government should aid in alleviating the evils of the depression. "The depression will pass, and wounded bank-rolls will become whole again," it maintains.

"But women forced into vice, children underfed into disease, families broken by poverty, minds sapped by strain—these won't be cured when prosperity returns.

"Depressions leave permanent scars; produce ills for which MONEY LATER is no cure. MONEY NOW is the need. Those who want to let things run their course, who fight Federal relief because it would hurt the 'moral nature' of America, should read the moral lesson in James 4:17, in which it is declared that he 'that knoweth to do good, and doeth it not, to him it is sin.'"

Old Bars to Baptist Reunion

THEOLOGICAL DIFFERENCES, the color line, and the embers of old fires of controversy are expected to delay the proposed reunion of the Baptist churches of the North and the South.

But at least the question is up for discussion, and we shall hear more of it during the year.

The proposal for reunion comes from the District of Columbia Baptist Association.

They say, we read, that, lying between the two sections, they have held during all the years of the separation an independent and impartial position, and thus are qualified to take the initiative to restore the Church to the unity which existed before the Civil War. They sent a memorial to the executive committee of the Northern Baptist Convention, meeting in Chicago.

They received a cordial reply, and a statement that the convention would make the proposal an issue at the annual meeting of the Northern Baptists in California in July. One of the leaders of the committee is quoted as saying that he welcomed the idea of a union, and that if it could be carried out successfully it would mean the bringing together of more than 8,000 churches in the North and 23,000 in the South, with a combined membership of more than 5,200,000. This Northern leader frankly admits, however, that Northern Baptists "do not hope that such a thing can be accomplished immediately; in fact, it may take years."

Several unwieldy obstacles stand in the way. As the Houston *Post-Dispatch* reminds us:

"The division of the Baptists into Northern and Southern groups resulted from social and political differences that arose during the War between the States.

"In latter years differences in theological interpretations have arisen to keep the bodies apart. Sentiment for reunion is more pronounced among Northern Baptists than among Southern Baptists.

"A popular vote in the Northern convention on a merger probably would show a large majority. In the Southern convention the majority perhaps would be against the proposal at this time.

"While very cordial relations are maintained between the two conventions, and ministers and members frequently pass from one to another without prejudice, among Southern Baptists there is a wide-spread feeling that the Northern convention tolerates theological teachings which are at variance with what they conceive to be genuine New Testament and Baptist principles.

"Some of the views of the Bible held by some of the Northern Baptist leaders are considered as rank heresy by the majority of Southern Baptists."

IF it were only a matter of political differences, continues *The Post-Dispatch*, there would be little to stand in the way of the proposed amalgamation. For one thing, Southern Baptists, we are told, insist, of course, on segregation of the white and Negro races.

"But the stumbling-block to reunion is the difference in religious views.

"Southern Baptists are a people of strong religious convictions, extremely zealous in their loyalty to what they consider fundamental Baptist doctrine, and active in the propagation of their faith. For the most part, they reject modernistic interpretations of the Scriptures.

"In the Northern convention the tendency is in the direction of modernism.

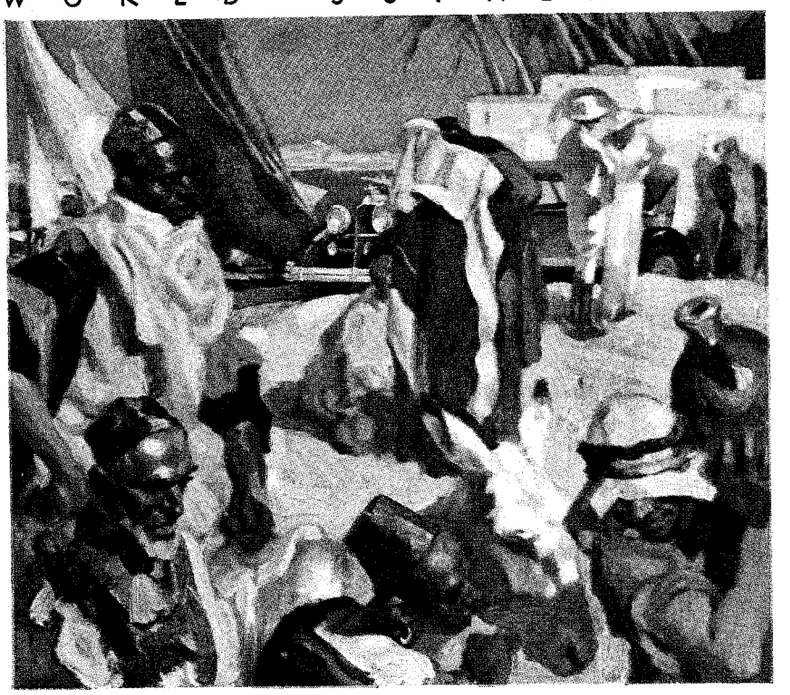
"The question of reunion of the Northern and Southern Baptist groups will doubtless be much discust during the coming year both in the North and the South. Baptists are never afraid of frank and free discussion.

"But the probabilities of early reunion does not at this time seem great."

"This Southern conclusion," points out the New York *Sun*, "is virtually identical with that of the Northern leader."

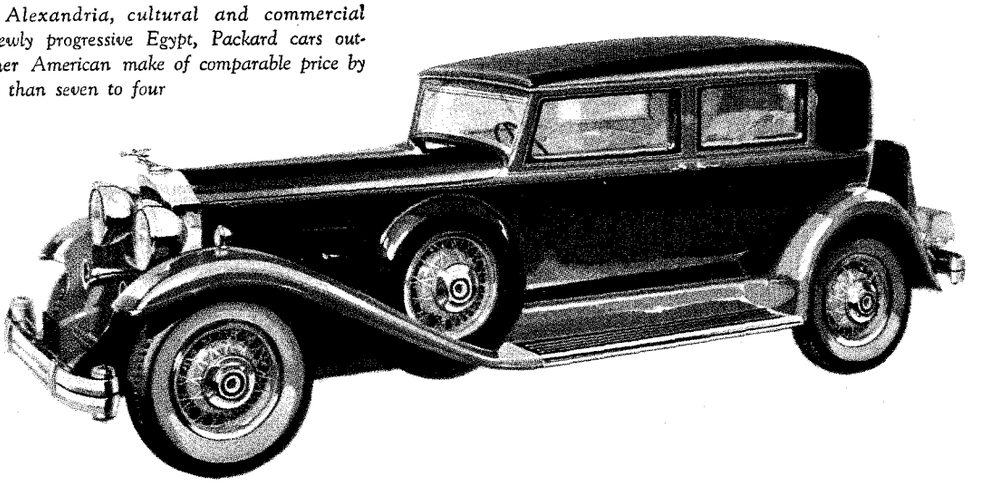
PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

WORLD SUPREMACY



Egypt

In Cairo and Alexandria, cultural and commercial centers of a newly progressive Egypt, Packard cars outnumber any other American make of comparable price by a ratio of more than seven to four



Throughout the world and in every language the name of Packard means distinguished and luxurious transportation. And to countless motorists, both abroad and at home, it stands for something more—the car they have always hoped and planned to own. ¶ For thirty-two years Packard has built cars for a discriminating and appreciative clientele. From the very beginning Packard ownership has carried a unique and well recognized prestige. So it is quite natural that many thousands have set the owning of a Packard as their ultimate goal in motoring. ¶ Today's Packard cars are making it possible for more and more motorists to realize their ambition. For Packards today offer values in beauty, comfort and performance far greater than those of any famous Packard of the past. ¶ Compare today's luxurious Packard with any car you choose, on whatever basis interests you most. You will find that the time has arrived when you, too, can and *should* enjoy the supreme satisfaction of Packard ownership.

Packard

ASK THE MAN WHO OWNS ONE

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

OLDSMOBILE ANNOUNCES

A LARGER, FINER SIX . . . AND A

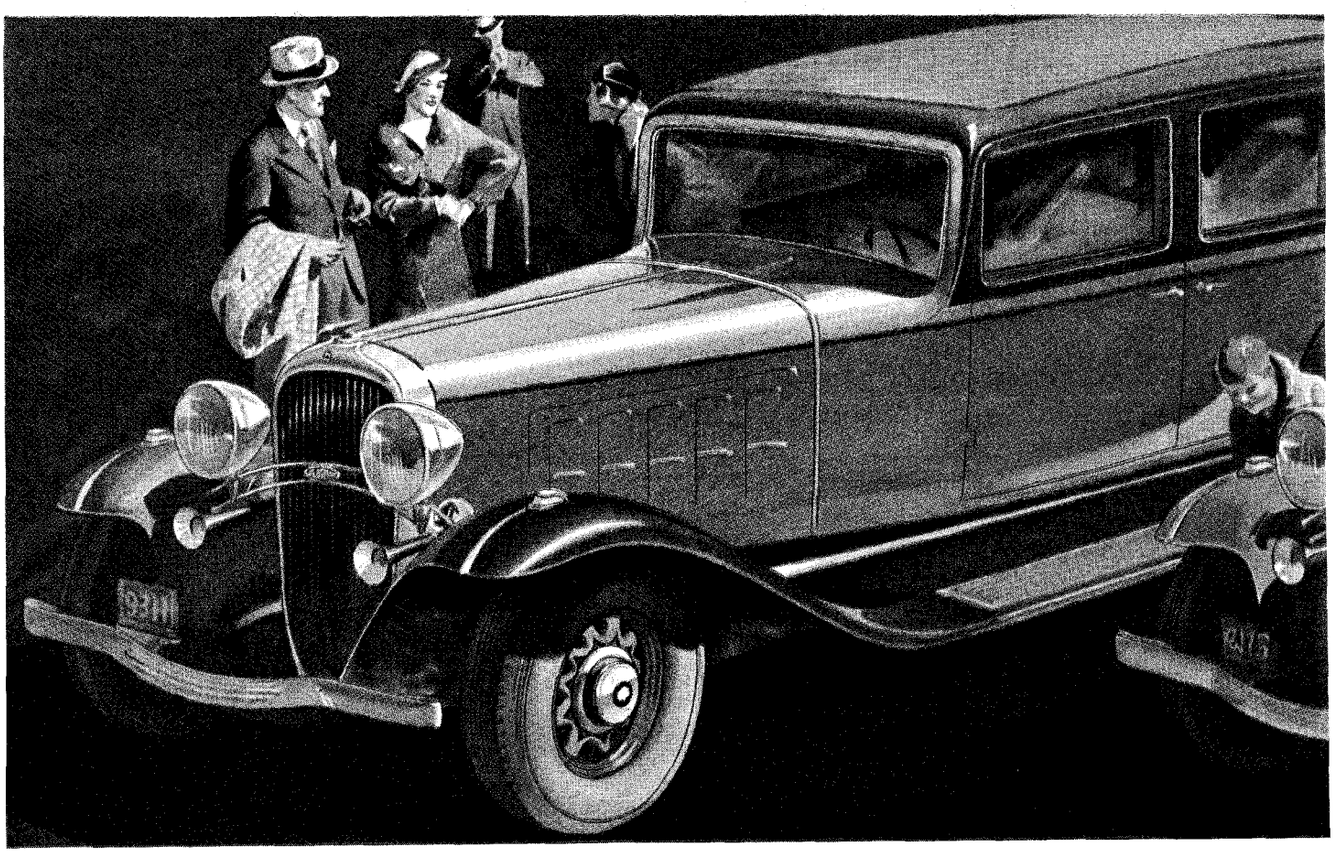
Oldsmobile Now Presents A Larger, Finer, Faster Six • With Distinctive

Powerful Engine • Free Wheeling With Dash Control • Improved Syncr

Shock Absorbers • Oil Temperature Regulator • Automatic Choke • Engi

Oldsmobile Introduces A Brand New Eight • Incorporating The Many Outs

Which All The Advantages Of Eight-Cylinder Performance Have Been Develo



The Six from $875 • THE GREATEST VALUES

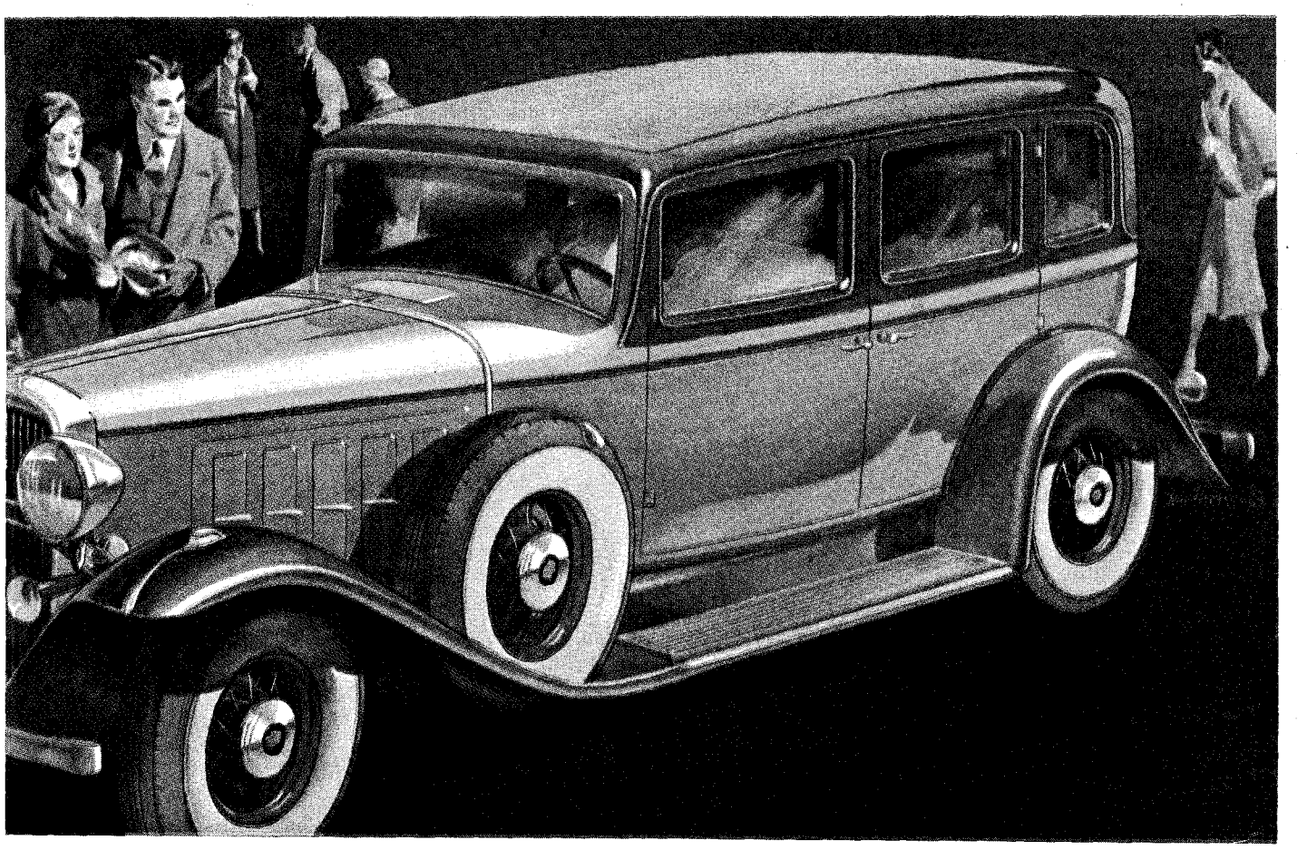
PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

JANUARY 9, 1932

Products of
General Motors

RILLIANT NEW STRAIGHT EIGHT

yling • Roomier Fisher Bodies • Longer Wheelbase • Larger, More Silent-Shift Transmission • Ride Regulator And Double-Action Hydraulic rbonizer • And A Host Of Other Important New Features • In Addition, Features Of The 1932 Six • Plus A Brilliant Straight Eight Engine • In An Unusually High Degree • Both Cars On Display Saturday, January 9.



Prices f. o. b. Lansing

OLDSMOBILE HISTORY • *The Eight from $975*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

CURRENT POETRY

UNSOLICITED CONTRIBUTIONS TO THIS DEPARTMENT CAN NOT BE RETURNED. UNPUBLISHED POETRY UNAVAILABLE

A FANTASY of the young Josephine, born in Martinique, destined to shine and suffer in a land far from home as the wife of Napoleon, is here presented in the Tenth Anniversary number of *Voices* (New York):

WHAT DOES THE LITTLE JOSEPHINE

BY THOMAS CALDECOT CHUBB

What does the little Josephine
Seek
In dream
On the green
Island of Martinique?
What does she look for?
What fancies gleam?
Blown by warm breeze
Over warm seas,
Where the rich oranges,
Ripe and fragrant,
Hang on the trees,
Like to the heavy, golden apples
Of the Hesperides?

What thoughts the little Josephine
Puzzle, amaze,
In those hot Creole days
Under the palms?
—Oncoming charms?
Distant alarms?
Years she can blame or praise?

Does she see France
With its web of mischance?
Gay Beauharnais,
Unfaithful Beauharnais,
Brave Beauharnais,
Foolish Beauharnais,
Playing his drawing room game of the people
That leads to the sound
On the sullen ground
Of the death-cart's wheel,
And for her prison,
Coldness and ignominy,
And the menace, the threat not fulfilled
Of stern Madame Guillotine's steel?

And after, in Tallien's salon,
Part of her destiny's plan,
That friend of our Lady of Thermidor,
That follower of Barras, her lover,
The self-sure and sallow young man,
Small and ugly and bitter,
So sudden to act alone,
Who would leap to the peak of a throne,
Half lift her there,
Suspend her in air,
And then cast her down to despair?

Or better,
Disregarding the prophecy
Of the negress who said
(Wearing a crimson turban about her head):
"One day mademoiselle shall be queen,"
Does she foresee
Things that had better have been?
—A Creole husband
Who comes in his barge to Trois-Ilets?
Marriage?
Children?
No heartaches?
No lost crowns to weep?
Later, her children's babies
Talking the island patois?
Peace?
Ease?
Dulness?
At the end, death's sleep?

What does little Josephine
Seek
In dream
On the green
Island of Martinique?
What does she look for?
What fancies gleam?
Blown by warm breeze
Over warm seas,
Where the rich oranges,
Ripe and fragrant,
Hang on the trees,
Like to the heavy golden apples
Of the Hesperides?

AND yet, men go out to shoot these creatures of the wood that can inspire such a poetic portrait in *Poetry* (Chicago). Would these antlers look better hung on a hunter's walls?

BLOSSOMING ANTLERS

BY WINIFRED WELLES

It is enough that I can tell
The sky was scalloped like a shell,
That in a black and silver wood
So fanciful a creature stood;

That through the pattern of thin trees
His shadowy haunches, breast and knees,
The instant that I softly spoke,
Were gone as soundlessly as smoke.

It's startling to have been so near
The polished eye, the pointed ear,
And to have seen, above his brows,
The little strong and twisted boughs.

But it would be too strange to tell
How silver pollen loosed and fell,
Of gentle petals that were shed
From that hard orchard on his head.

MOST of us above the peasant miss the consciousness of the beneficence of earth. This graces the pages of *The Atlantic Monthly:*

SONG OF MOTHER EARTH AT EVEN

ARTHUR E. LLOYD MAUNSELL

Cool hands of night, give ease
Unto myself and these
Children of land and seas.
Hushed are they now asleep,
Wakeful I watch and keep,
Close to my heart who weep.

Cool hands of night, assoil
After this day of toil
Us from all sin's despoil.
After day's heat and stress
And from all lusts' duress
Heal us, O night, and bless.

Cool hands of night, who place
Stars' light in countless space,
Touch thou my heart, my face.
That I may see and know
How those I bear shall grow,
Unto what end we go.

Teach their small hearts that they
Shall know the things of day
Fade and must pass away.
That gain may turn to loss,
That gold may turn to dross,
And Love hang on a cross.

Cool peace of night, mine eyes
Search deep your starry skies
That I may counsel wise
All lives who my life share,
In sorrow, joy, or care,
In travail and despair.

Cool hands of night, give ease
Unto myself and these
Children of land and seas.

POETIC imagery sometimes gives you a shock, but when was it more apt than here in *Fantasy* (Pittsburgh):

CLINKERS

BY ROSA ZAGNONI MARINONI

She claimed her love for him
had burned to ashes.
But when she went to clean out
the little stove of her heart,
in order to start a new fire,
she could not shake the grate. . . .
for the clinkers.

THE beggar teaches the king and both go the same way. In *The Stratford Magazine* (New York):

THE GIFT OF GOD

BY WARREN L. VAN DINE

A pauper clad in rags begged pence for bread
In one of London's streets. It chanced that day
King Edward weary with the cares of state
Wandered an hour unknown among the crowds
Before his palace door. "Sixpence for bread,
Good man," smote the king's ears. "God give you all
Your heart desires for this mite from your purse."
The king poured into the astonished hand
A pocketful of gold, and bending low
Whispered his wish, "Thou fool, I crave the peace
Surpassing understanding priests declare
God gave to man." "Only the dead know that,"
The beggar sighed. With bitter smile the king
Turned back to cares of state.

That month the plague
Broke out in London. First, the beggar slept
In potter's field. And, then the king was borne
To royal rest among his warrior sires.

THIS is after Charles Lamb's own heart; and might serve for a bookplate. In *The Saturday Review of Literature* (New York):

OLD BOOKS

BY CLINTON SCOLLARD

"I have no craze for curios—
A craving many folk affect,
Grim idols ranged in grinning rows
And bottles, twisted-necked.

"But an old book, this meets my need,
Quarto or folio, as you please,
An ancient Marlowe, foxed and flea-ed,
A first HESPERIDES.

"Although the little worm and blind
Has pierced the binding or the page,
And though the leaves be sered and lined
With the dull rust of age,

"Yet I am overmastered much
By feelings I may not control,
As if there throbbed beneath my touch
The poet's very soul."

SPONSORED by a long list of American poets, and edited by Eda Lon Walton, comes volume one, number one, of *College Verse* (Grinnell, Ia.), where we find a former ornament of our own page, Miss Wurdemann, representing the University of Washington.

THREE ELEMENTS

BY AUDREY WURDEMANN

Reproved by constant and unheeding beauty,
Swart Clytemnestra scarcely can be blamed
For lapses and relapses in her duty
Toward that tall lovely sister she defamed.
Helen was an immortal; Helen ever
Was sly and smiling; Clytemnestra grew
Hardy with wisdom of the ways to sever
Her loves and quarrels from the family view.

These were women like three elements.
Leda was sultry copper when the swan
Stooped earthward; silver beauty pitched the tents
In Asia while a Trojan host dreamed on;
And proudly, bitterly, Clytemnestra wore
Hatred like rust that ate an iron core.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"Only a Common Cold"

THE "COMMON COLD," according to the U. S. Public Health Service, may be an uncommonly serious matter. In the first place, it may be the forerunner of bronchitis or pneumonia. For this reason it may actually become a menace to life.

In the second place, the cold is an expensive disease. In the factory and in the school more time is lost from it than from any other malady. Industry and education are both hard hit, and the cost of time lost from work and study is a financial burden. The parent, the wage-earner, and the taxpayer are paying the piper. Says *Health News*, the organ of the Service (Washington):

"Since the common cold is such a large factor in the health of the nation, and such a waste of the nation's time, it is of the utmost importance that its ravages be prevented as far as possible.

"As a first principle in prevention, we must recognize that colds are infectious and contagious. Much time and effort have been spent in trying to discover the particular germ responsible for the common cold. The latest work seems to indicate that the cause of this disease is to be found in a filterable virus, that is, this virus will pass through a filter, and even a high-powered microscope can not detect the offending organism.

"The infective agent is found in the nasal secretions of the victim, who has acquired the infection by direct or indirect contact with some one else suffering from the disease.

"To avoid a cold, give your sneezing, coughing friends a wide berth.

"The difficulty of avoiding infection is frankly acknowledged. During the cold season of the year colds are very prevalent, and a large number of the patients are walking abroad in the land because they will not be kept in by 'just a cold.' The innocent bystanders suffer. They are sprayed with the infection liberated by a chorus of sneezes. The hands of a person with a cold are practically sure to be infected from his nasal secretions, and the infection will be conveyed to articles he handles and to other hands which he touches. Hence, it is almost impossible to avoid direct or indirect contact with the infection unless the people who have colds are willing to take measures for the protection of their fellows."

WHAT measures of protection should be adopted? We are told:

"The best method of protection, for both the sick and the well, is for the patient with a cold to go home—to bed, if necessary—and to stay there until he has recovered. The patient needs quiet, rest, and proper care, and he can not obtain these in office, shop, or factory. While thus doing the best thing for himself, he is likewise adopting one of the best methods of protecting the general public.

"But the time has not yet come when every one with a cold will retire from public contacts. Perhaps it is too much to expect in the case of a disease the uncomplicated form of which does not actually force a person to his bed. If he does go out among his fellows, however, he should in common decency make every effort to protect them.

"Every cough and sneeze should be covered to prevent spraying the infection over helpless associates. The patient's hands should be washed many times a day to remove the infection which might otherwise be passed on to some one else. Keeping the hands scrupulously clean is a simple but worth-while aid to the prophylaxis of the common cold.

"While we should avoid all possible contact with these sufferers in our midst, keeping a safe distance from them whenever possible, we have our own part to play in this matter of protection and prevention."

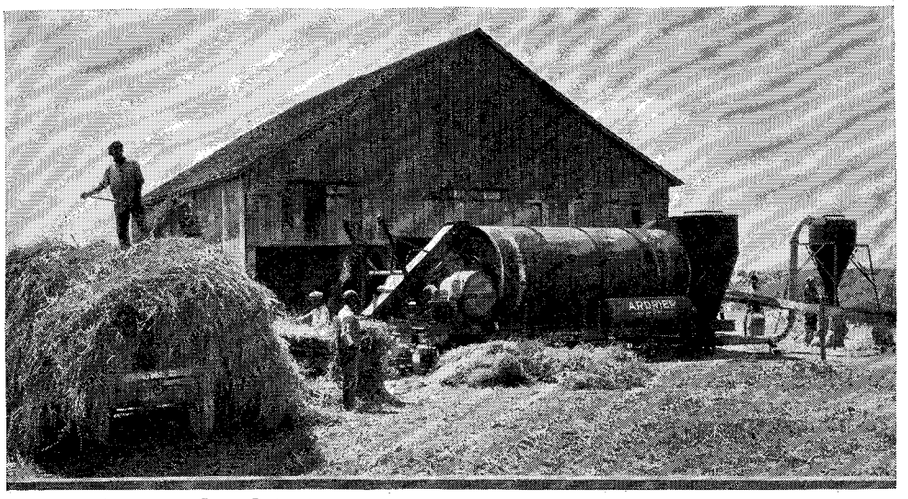
Making Hay While the Rain Falls

THIS REVERSAL OF THE ADAGE is effected in States where wet weather during haying time has normally prevented the raising of forage crops, by newly devised methods of artificial drying, as already noted in these columns.

One recently introduced in Alabama, we learn from *The Manufacturers Record* (Baltimore), has been so successful that E. T. O'Connell, of the Alabama Power Company, Birmingham, predicts that it will enable his State to compete with the hay-producing regions of the West. He writes:

"Alabama is bidding for a share of the West's prominence in the hay-producing field.

"Her problem is different from that of the Western States, where it is necessary to supply water by irrigation. In this State it is necessary to remove the moisture from forage crops. Each year in Alabama an average of 42 to 60 inches of rain falls; of this, 20 to 24 inches falls during the hay-harvesting season, May to October. There also are heavy dews.



Courtesy of *The Manufacturers Record* (Baltimore)

Beats Sunshine. Dries the Hay in Two Minutes

Scene on a 1,000-acre farm in Alabama.

"This means that about 75 per cent. of the State's hay crop is rained on, bleached by the sun and stript of its leaves during the field-curing process, making it difficult to obtain better than a fair grade of hay.

"Mechanical dehydration overcomes this difficulty, and changes production of forage crops from a gamble on the weather to a scientifically controlled manufacturing process, making it possible to make hay while the rain falls. It permits cutting and curing at stage of growth when the protein and carbohydrate content is highest. In harvesting the hay while green, practically all the leaves, which are especially rich in protein, are saved, and the vitamins are retained by elimination of the sun bleaching.

"Engineers of the Alabama Power Company, who are pushing development of this agricultural industry, new to this section, expect to see much alfalfa planted in the lime lands of the Black Belt, also sweet clover in the fertile valley lands and soy-beans generally throughout Alabama, as a result of the establishment of mechanical driers as an accomplished fact. Public hay-driers at farm community centers, operating similarly to public cotton-gins, are possibilities.

"The Johnson plantation is a typical Black Belt farm with 200 acres planted in sweet clover and 800 acres in soy-beans in preparation for the alfalfa planting. All operations, from seed-bed preparation to planting and harvesting, are performed by heavy-duty tractor-drawn equipment.

"Delivered at the drier two hours at the most after mowing, the green hay is chopped by an ensilage cutter to one-quarter and one-half inch lengths, and in something less than two minutes the completely dried product, green in color as before the drying process, is ready for sacking. The drier has an average capacity of one ton of dry hay each hour. From three

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

to four tons of green material are required to produce this amount."

Essentially, we are told, the dehydrating plant includes an elevator, which receives the chopped hay from the cutter and delivers it to the drier; a paddle-wheel-like intake gate, for admitting the green hay to the drier in regular amounts; three drier drums, heated by gases taken directly from the heating unit; a steel cyclone collector where hay and gases are separated. The dried hay is blown into storage. The writer goes on:

"Thermostatic apparatus at the discharge end of the drier controls the speed of the elevator, gate intake, and gas temperature. Rotation of the drums keeps the hay in suspension in the gases.

"As the alfalfa or other product being dehydrated comes from the drier, it retains its natural green color, and contains all its natural feed value. Compared with the best sun-dried alfalfa, this artificially dried alfalfa on a ten-pound-per-day ration increases milk production by two-thirds of a quart to one quart of milk per cow each day. To the value of this increase in milk should be added the saving in the cost of the grain ration which may be cut down, due to the high protein content of the alfalfa. Chiefly, the superior feeding value of artificially produced alfalfa is embodied in increased protein content, increased digestible carbohydrates, improved flavor and aroma, and seven-fold increase in vitamins.

"From the standpoint of the national market, the Alabama farmer enjoys certain advantages. According to the United States Department of Agriculture, 75 per cent. of the nation's alfalfa hay is produced west of Kansas City, while 75 per cent. of the country's dairy cows are east of that point. A freight differential opens this national field to farmers of this State."

The Ambulance Question's Other Side

QUOTATION IN THE DIGEST of a letter from Dr. Young of Montclair, New Jersey, describing his successful efforts to abate noise and excessive speed in the ambulances attached to his hospital, elicits the following rejoinder from Elmer A. Davis of St. Augustine, Florida.

Mr. Davis argues that while slow and quiet ambulances may be the thing in Montclair, there are parts of the country where the alternatives are increased noise and speed or the death of the patient. He writes:

"Dr. Young's article is based on sound judgment and experience; but what is to be done by those multitude of ambulances which do not have surgeons or medical attendants to accompany the drivers? It is quite evident that there is no need of driving fast to put the patient in the care of a surgeon, when there is one present, but an investigation into actual conditions throughout the country will show there are comparatively few cities where this is the case.

"It is my opinion that ambulances should be governed by good common sense for each separate locality. I think there are comparatively few accidents from the speed and noise of ambulances, and very few accidents to the patients. There are conditions which require very moderate and noiseless driving for the best benefit to the patient, but I would like to know what Dr. Young would say about driving a patient at the speed of thirty-five miles per hour who was very near the point of death from an accident, hemorrhage or asphyxiation; or a maternity case, when there was no surgeon present, and receiving only that help that an ambulance assistant could render, which would be only first aid?

"There is no doubt that Dr. Young is correct in his statements for his particular location, but to condemn perfectly conscientious drivers and helpers of ambulances which are trying to be of service to the public is absolutely unfair. In my experience, which hasn't been very long, I have never visited a city where reckless or unsafe driving was permitted, but there is a vast difference between this sort and fast driving. In Jacksonville, Florida, a city of over 100,000, there has been but one mentionable ambulance accident in the past five years, and this was caused by neither speed nor noise."

What Science Is

IT IS A SEARCH FOR TRUTH, founded on the belief that we live in a reliable world, says Prof. Arthur H. Compton, of the University of Chicago, Nobel prize man and one of America's chief scientists.

His views, as printed in *The Scientific American* (New York), are said therein to have been "told to Leland D. Case, and published in *The Rotarian*."

Curiously enough, Professor Compton believes that altho the world is generally reliable, it is not completely so, at least in the sense that the movements of its smallest particles are exactly predictable.

This, he thinks, releases man from the thraldom of fate, and affords a scientific basis for the doctrine of free-will, without which we are all mere machines, no more able to control our thoughts and actions than a locomotive can start and stop without an engineer. Says Professor Compton:

"China in the thirteenth century was far ahead of Italy, tho in Italy burned brightest the flame of Western culture,

"Why, 'in seven short centuries has leadership in human progress passed from the East to the West? Why has China, for the most part, not advanced from the days of Kublai Khan?'

"That is a popular question in the West, and the first and rather flattering answer we have given is that the white race is intrinsically a superior race.

"But if we stop to think, that is not a satisfactory explanation.

"Near Peiping I saw the famous great wall of China. Up and down hill and across rivers it extends for 1,500 miles. It is so wide that four-horse teams can travel abreast on its top. As an engineering feat it makes the building of the transcontinental railroad a comparatively small matter. All of which leads to the conclusion that the Chinese certainly are not inferior in abilities.

"And so we are compelled to accept the conclusion that the shift of the leadership is not due to racial superiority nor to any innate advantage that the white people may have over others.

"The West, I believe, owes its favorable position to an idea: The idea of science.

"Now, the idea of science is simply an attitude that men may have toward the world. It is a desire to find out how this outside environment, in which they live, works, coupled with the desire to increase their power to control it. It is an attitude that looks at life, determines its methods of operation, and adjusts them, so far as is possible, to human needs.

"Leonardo da Vinci was one of the first consciously to develop this point of view. And Galileo, Kepler, Newton, and a host of others should be permanently great names in our history, for they made significant contributions to the extension of this way of looking at life and things.

"Science was largely responsible for the industrial revolution which has altered the lives of people. If you do not believe this, go to the Orient, where in many places you will find spinning-wheels, potters' wheels, and other tools in use to-day, such as the Occident had centuries ago. Industry, by itself, is stagnant and static. It needs science to make it progressive and dynamic.

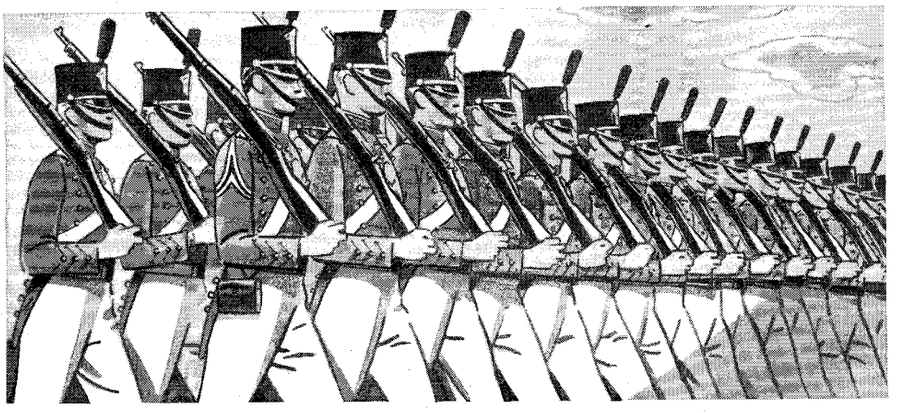
"Virtually everything we touch is, in part, due to scientific investigation. Science was called upon at almost every stage of the development of the automobile and the steam or electric train that bring the modern business man to work. It made possible the development of sky-scrapers and typewriters and printing-presses and the radio.

"At home we sit down to a table on chairs produced by scientifically conceived machinery. The tablecloth was woven on scientifically constructed machinery. The very dishes from which we eat were made possible by an experimentation with high temperatures, so that the ancient art of the potter might keep step with our age. Indeed, our whole day's life is inextricably bound up with scientific research.

"So it seems reasonable to take the point of view that the advance of civilization and the hope for its future are in science."

SCIENCE is founded upon a belief that the world is reliable in its operation. Strange as it may seem, says Professor Compton, this view was not widely current two hundred years ago, and hardly conceivable two thousand years past. The characteristic attitude of the past is that of the farmer who, when his barn

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



Can industry match their Precision?

IN STEP the West Point cadets swing smoothly by. Industry aims at such precision — and it makes progress. ¶ See how Western Electric keeps in step with the supply requirements of the Bell System. Unusually straight is the line-up between purchasing, manufacture and distribution, and customers' needs. This is because Western Electric's customers — the telephone companies — are also members of the System. The close cooperation resulting permits accurate scheduling and a minimum sales expense. ¶ Economies are passed on to your Bell telephone company — one reason why the value of your service goes steadily up.

Facts About
Western Electric
Purchasers, Manufacturers, Distributors for the Bell System

● *AMERICAN TELEPHONE AND TELEGRAPH COMPANY* ●

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

was struck by lightning, offered sacrifices to Zeus or Thor, so that such a thing might not again happen. Now we know the thing to do is to put up lightning-rods. We read further:

"And we don't stop there. Not only do we protect ourselves from outlaw electricity, but we have domesticated the force, as we did cows and horses, and have compelled it to draw our loads and carry our burdens. We can do this because we think of the world as a reliable, orderly thing, a cosmos, and not a chaos.

"Science, viewed broadly, is more than a matter of test-tubes and electrons. Fundamentally it is a discerning approach to the problem of living satisfyingly in an environment of materials, men, and events that do not of themselves conform readily to our desires. It is a search for truth.

"The great problems, how and of what is the world made, were the dominating inspiration of several philosophers who dwelled in Greece some two thousand years ago. Why did not the idea of science develop in old Greece? Why did not the industrial revolution take place in 200 B.C. instead of in the eighteenth and nineteenth centuries A.D.?

"The first reason is, probably, Socrates. The modern skeptic punches holes in old ideas, but this famous skeptic put holes in the then new idea of science. The current school of scientists had advanced the theory that ideas and purposes, as well as stones and water, are composed of atoms.

"Socrates pointed out that the fact that you can and do think is in itself proof that something was started for you with which you commence. And Socrates won the day.

"It is hardly fair to say that Socrates killed this early scientific school, but he helped do so. And so did Plato. And so did Alexander the Great, who brought back from his travels in the Orient those Chaldean magicians and astrologers who introduced the idea of magic in the West.

"Thus Greek science died in early infancy. The Greeks couldn't develop the idea of science because they could not reconcile a reliable world—a world controlled by atoms—with the world of thought. The problem that Socrates saw, the gulf between mind and matter, the enigma of purpose and thought, still remain with us."

One of the most baffling questions of philosophy has always been that of free-will. Some scientists have held that man is but a tool in the hands of his past experience and his heredity and environment. But, says Professor Compton, as we delve deeper into science we are surprized to find that some "pat" air-tight explanations of other days are not sufficiently flexible. He goes on:

"We have, for example, long been told that the law of causality is inexorable, and in physics we were taught that a definite set of conditions produces a definite set of results. But, in an experiment involving the scattering of X-rays by electrons we have discovered that the law of causality seems to break down. These electrons would not behave as we thought they should. We have, in fact, had to conclude that the law of causality is largely one of high probability, in short, a statistical law.

"These experiments, and others, interpreted in terms of a philosopher, mean that a person's thoughts are not definitely controlled by what has happened.

"It takes away the old mechanism with which thinkers manacled the human spirit. Indeed, if old Democritus had only known the results of our experiments he could have vanquished Socrates, and the history of the world might have been changed, the Age of Science coming two millenniums sooner."

Turning a Canal Into a Subway

After lying idle and waterless for a score of years, the old Morris Canal—at least that part of it within the city limits of Newark, New Jersey—is again to be used for carrying passengers.

This will not be done by filling it with water and reviving the historic boats and mules. It will be widened, and into it will be directed more modern torrents—streams of loaded trolley cars, whose passengers, saving from ten to twenty minutes each, will be emptied out at the new Pennsylvania Station, soon to be begun.

Courtesy of *The Compressed Air Magazine* (New York)

Where the Whiz of the Trolley Will Replace the Swish of the Stately Canal Boat

Writes Robert S. Gregg in a descriptive article contributed to *The Compressed Air Magazine* (New York):

"Putting new wine in old bottles may be unwise according to tradition.

"Turning the bed of an obsolete canal into a rapid-transit route, however, has the sanction of modern engineers. This is exactly what is now under way in Newark, New Jersey.

"To the average mind a canal exemplifies leisureliness in transportation. On the other hand, a rapid-transit line implies speed, shortening a run between any two points. How, then, is a section of New Jersey's historic Morris Canal being transformed so that it will serve a purpose never dreamed of by those pioneers that brought it into being?

"It is the section of the Morris Canal within the city limits of Newark that is now being transformed into a subway for rapid transit. From end to end this modern electric line will have a length of a trifle more than 4½ miles.

"The subway consists of four sections, upon three of which the work is more or less advanced. The city will build and equip the subway; the Public Service will operate it; and the Pennsylvania Railroad will erect a large union passenger terminal. The estimated cost of the subway as first planned, and as now under way, is $6,000,000.

"The new Pennsylvania Station will be close to the existing one, which has become inadequate; and it will be near the focal center of Newark's business activities. It is from that point that many of the surface railways radiate more or less like the spokes of a wheel.

"The purpose of the subway is to reduce congestion by diverting certain of the trolley lines into it before they reach the zone of intense traffic, and, incidentally, to shorten the time of transit into or from this area. The new transportation system will make it feasible for passengers to save from ten to twenty minutes. Four existing trunk-line trolley routes will use the new right of way.

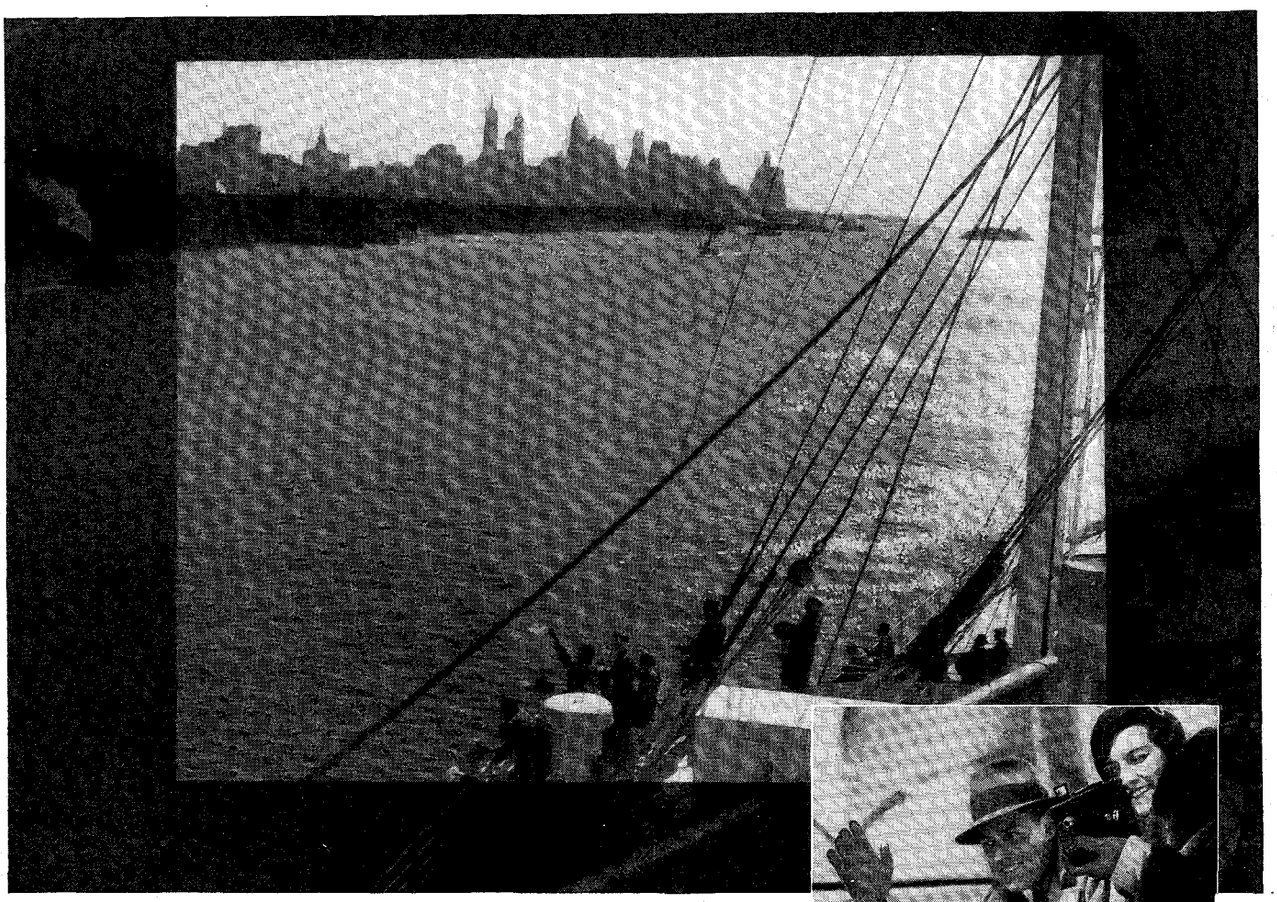
"In adapting the course of the Morris Canal it has been necessary to widen and to deepen the original excavation. This has entailed the demolition of some flanking structures and the very careful underpinning of a good many others.

"All work is required to be done in a manner calculated to promote rapidity in construction, to safeguard life and property, and to reduce to a minimum any interference with abutting property and public utilities.

"According to the existing schedule, the subway will be ready for service when the new Union Station of the Pennsylvania Railroad is finished early in 1934. Plans have been prepared contemplating the roofing over of Section No. 3 so as to create Raymond Boulevard, a fine thoroughfare, above it—adding thereby just that much more to the relief of vehicular congestion. If this be done, then the total cost of the subway and the highway will be approximately $10,000,000. Thus the course traced by the old Morris Canal will be made to serve in a twofold manner the needs of present-day rapid transit."

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

"Good-bye New York"

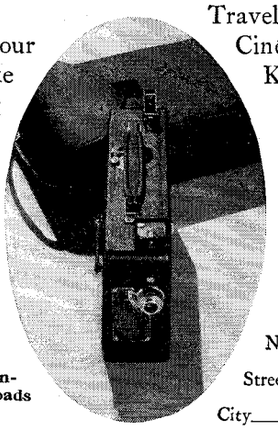


Only Ciné-Kodak can do justice to thrills like this

YOU'RE OFF! You're going away! You're leaving all that is old and familiar for all that is strange and new. For the next few weeks, you're going to thrive on thrills and new experiences.

Now you're standing at the rail making your first Ciné-Kodak movie. Tomorrow, you'll take "shots" of your life at sea, of the interesting people you meet, the things you do . . .

Next year, and for years to come, you'll show this Ciné-Kodak record of your travels, and relive again and again each breathless moment of discovery and adventure.



$75 with case — CINÉ-KODAK *Model M*

Into this compact little camera, Eastman has concentrated all the essentials of movie making. No focusing. Loads with full 100 feet of 16 mm. film.

Ciné-Kodak makes movies as simply as a Brownie camera takes snapshots. And at tourists' favorite points abroad, Eastman experts finish your films without extra charge.

Travel with a Ciné-Kodak. See your dealer today. Ciné-Kodaks as low as $75, with case to match. Kodascope projectors as low as $60. Easy terms obtainable. Eastman Kodak Company, Rochester, New York.

FREE—*all about taking Movies at home and abroad . . . Mail Coupon Today!*

EASTMAN KODAK COMPANY · Rochester · New York

Send me FREE illustrated booklet telling me all about making my own movies. L. D. 1-9

Name_____

Street_____

City_____ State_____

CINÉ-KODAK

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

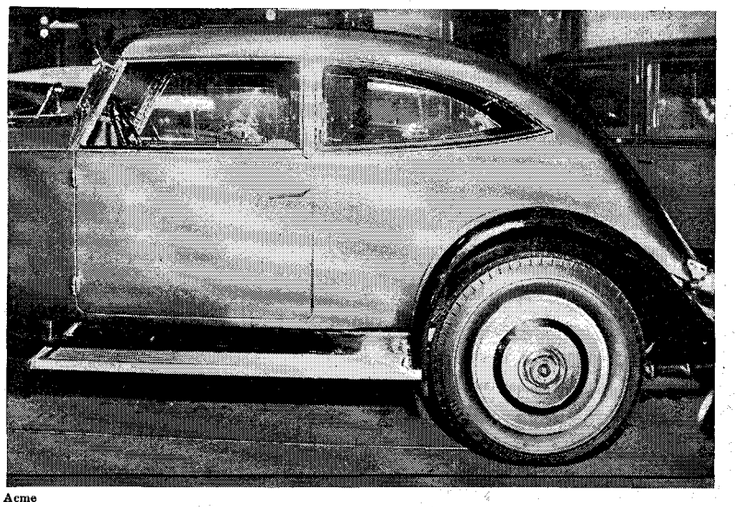
Snapshooting the 1932 Automobile

A RADIO THAT LIVES ON STATIC.

The tear-drop—pear-shaped with nature's own stream-lines—that falls from the eye of the lovely movie star in the close-up.

A lighter that will not only ignite your cigaret, but will even smoke it for you if you're that lazy.

They've all gone into the easier-to-operate, quieter automobile



Acme

The Tear-drop Car—a Step Nearer the Ultimate Stream-line

of 1932, which is just making its bow at the automobile show in New York, and will later be the star in super-superproductions in leading American cities.

"Millions of men, women, and children will flock to these motor shows, for to see and to admire," John Chapman Hilder writes in *Harper's Magazine:*

Whether or not they can afford to buy new machines, they will climb in and out of convertible sedans and rumble seats. They will peer under hoods and into transmissions. They will manipulate pedals and gearshift levers. They will stand open-mouthed, listening to lectures on current mechanical fads and fashions—such as free-wheeling and adjustable shock absorbers. They will ask innumerable questions. They will leave finger-prints on polished metal and lacquer. And, the young among them especially, they will collect armfuls of gaily colored catalogs.

BUT before you have your chance at this fun, come with us for a preview of the automobiles of the beginning twelvemonth. "We have seen almost all of them," in the words of the writer of a Detroit dispatch to the New York *Sun:*

Sixes, eights, twelves, sixteens—and they have a lot of new improvements at the best values that the American automobile industry has ever been able to create.

Stream-lines, free-wheeling, helical gears, syncro-mesh have swept through the industry, while various versions of automatic clutch control and of ride regulation by way of the shock-absorbers add to the interest of different cars.

One company after another has one or more unique developments of its own to offer.

A pioneer, conservative manufacturer will come out with a supercharger; a young, forward-moving corporation will emphasize its two-speed axle; a third has put a new thrill in riding by methods of frame suspension new to passenger-cars.

One manufacturer will drop its line of sixes; another will give up its series of eights; this company adds a six to its line; that manufacturer adds an eight, and still another changes name and price.

Groups of new twelves show that the public is still multi-cylinder minded. The sixteens are continued, one group of them improved mechanically and bodily along with its running mates.

And how different they all are from their less elegant, less sturdy ancestors of the turn of the century of which Mr. Hilder reminisces in *Harper's.* For whatever may be said of the human race, the new automobile is a product of evolution.

Let us attempt the portrait of this latest addition to the motor family.

The "radio that lives on static" has helped to take out such squeaks and rattles and groans as remained after the improvements of past years. Shake hands with the acoustimeter. It is an electrical device with a microphone attachment, which picks up, measures, and even locates noises in cars when they are driven past it.

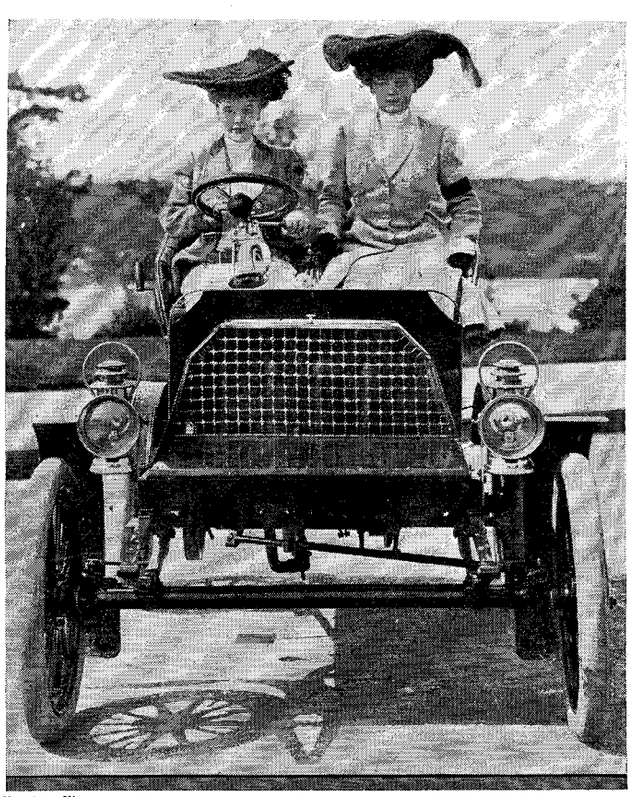
The stream-lines of the tear-drop are the inspiration of those who are producing the more and more stream-lined cars which in contour are going to resemble Brobdingnagian tear-drops.

AND as for the electrically operated cigar-lighters, symbolical of the refinements of the new automobiles, one of them, we are told, "enjoys a good smoke, and automatically takes the first few puffs, so that the cigar or cigaret is delivered lighted and ready."

The 1932 motor-car makes its début over a protracted interval and a wide geographical area. Two months are required for its introduction to various audiences throughout the land from the Atlantic to the Pacific.

The Atlantic City show and the Automobile Salon in New York are history. Now comes the New York show, from the ninth to the sixteenth. Opening on the same and subsequent dates, come thirty-five shows, the schedules of which we quote from *Motor:*

January 9, Detroit, San Francisco, Los Angeles; January 16, Buffalo, Montreal, Newark; January 17, Milwaukee, Cincinnati; January 18, Philadelphia, Louisville, Omaha; January 23, Detroit,



Keystone View

Two Fearless Ladies of Old Braving the Hazards of the Motor Trail

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Minneapolis, Boston, Baltimore, Pittsburgh, Hartford; January 28, St. Petersburg; January 30, Chicago, Chicago (Salon), Washington, Cleveland; February 4, Springfield, Illinois; February 6, Columbus, St. Paul; February 7, St. Louis; February 8, Denver; February 9, Peoria; February 13, Los Angeles, Kansas City; February 17, Los Angeles, Mankato; February 21, Des Moines; February 22, Syracuse; February 27, San Francisco.

There are four main points to note about the new automobiles, according to Israel Klein, who lists them in an article syndicated by Newspaper Enterprise Association:

Easier, smoother, more silent operation. Reduction of noise in body and moving parts. Further refinements in body and chassis for greater riding comfort. Streamlining for improved speed, economy, and appearance.

By far the greatest improvements expected in the cars of 1932 will be in the field of operation, particularly in the transmission.

Free-wheeling, like the self-starter and four-wheel brakes, has taken the entire industry by storm. It has already been adopted by most manufacturers, and now promises adoption by all the rest.

Some cars will offer the automatic clutch, with a form of free-wheeling thrown in.

All cars, however, will show considerable improvement in the transmission. So much easier and quieter will be the operation of shifting gears, that four-speed transmission, hailed a year or so ago as another panacea for easy and silent operation, will be noted to have lost favor among the auto manufacturers.

Courtesy of NEA Service

Running Down the Last Faint Squeak With the Acoustimeter

DESIGNERS, Harvey Anderson noted at the salon in New York, and reported in a Consolidated Press Association article, "appear to be breaking definitely away from frills and flossy gadgets in exterior decoration. Their emphasis now is on free-flowing lines and simple effects. In many cases raised panels, couple-pillars, and similar features have been abandoned. The straight-through molding is still used, however, to accentuate the length of the car and reduce the appearance of height."

And at the same time Charles M. Sievert wrote in the New York *World-Telegram:*

Colors are brighter, and this indicates, according to H. T. Strong, technical color adviser of automobiles, that better times are near. He has found during thirty-one years as a motor art director that in years of depression black, gray, and somber colors gained popularity.

So much for the outside. Now let's lift the hood again, and inspect the innards of our new car. The removal of noise from automobiles is becoming one of the major efforts, Mr. Klein tells us in the same Newspaper Enterprise Association article, where he describes the already-noted acoustimeter. Reporting further details of the automotive engineers' antinoise campaign, Mr. Klein writes:

Perhaps their greatest effort lately has gone into silencing of the body. The all-steel body has contributed much to the elimination of noise. By "spot-welding" the joints, the builders have eliminated many of the bolts and nuts that heretofore worked loose and caused considerable squeaking and rattling to annoy the passengers. Plastic materials have been used to dampen vibrations in the body panels, while felt, rubber, and similar materials have been applied to dashes, seat-pads, floor boards, and other places where further sound-proofing has been accomplished.

Rubber, by the way, has become perhaps the most widely used material for the elimination of sounds in motor-cars. It is said that this substance is being applied to no fewer than forty points in the average automobile, for the purpose of affording easier and quieter motoring.

These are grand, glittering equipages, and, to some at least, it may be hard to realize that we have not always had free-wheeling, four-wheel brakes, cigar-lighters, heaters, vanity cabinets, and indeed almost all the comforts of a hotel in our cars.

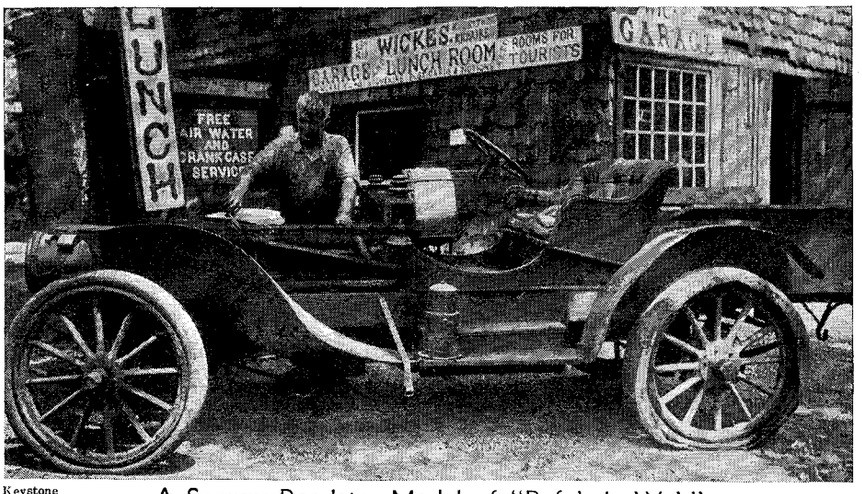
But for those whose memories run back to the turn of the century, there are recollections of motors that were less luxurious than those of to-day, it is true, but nevertheless the pride and joy of sportsmen.

MR. HILDER writing in *Harper's* under the title, "*O Tempora! O Motors!*" has recalled those romantic days, in a not very distant past, when everything connected with an automobile from its purchase to each ride in it was high adventure. It would be a delight to quote extensively from his remarks, but space does not permit. However, much of his article is digested in an editorial in the New York *Evening Post*, from which we borrow these observations:

He does not deny that present-day motoring has its thrills; nevertheless, his article is a "lament for a dead glamour and for the passing of motoring as a sport."

Where adventure entered was in the delightful doubt of whether the car would start on the bright morning you had assembled every member of the family, equipped with dusters and goggles, for a day's run of perhaps a hundred miles. How far would it go without disaster? To get back without engine trouble or tire trouble was a miracle. In fact, to get back at all was an achievement of the first order.

To-day these aspects of motoring, which set it apart from other sports as involving risks and hazards all its own, are gone. It has become so easy to drive a car that what once was man's work, to which few women dared aspire, can be done by any girl in her teens.



Keystone

A Snappy Roadster Model of "Befo' de Wa' "

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Breakfast in New York
TODAY

Luncheon on Pacific Coast
TOMORROW

NEW YORK to the Pacific Coast with only one business day en route! The Great Lakes to Texas, from San Diego to Seattle in one day's daylight hours! Chicago to New York in 6½ hours! Then remember that this experience is a common, matter-of-fact, daily occurrence—for time-conscious business men and women who fly United Air Lines this winter in large, heated, comfortable cabin planes.

New Low Rates

Now, effective January first, 1932, it costs substantially less to travel by air via United Air Lines. Drastic rate reductions affect 136 cities. Some examples: New York to Chicago, $47.95; to Los Angeles, Sacramento, Portland, Tacoma, Seattle, Spokane, $160. Chicago to above mentioned points, $115. 10% reduction on Round Trips. Plan now to make your next trip by air.

Call United Air Lines in your city, or Western Union, or transportation desks at leading Hotels and Travel Bureaus for reservations. Or write or wire UNITED AIR LINES, LaSalle-Wacker Bldg., Chicago, Ill.

NATIONAL AIR TRANSPORT · BOEING AIR TRANSPORT
PACIFIC AIR TRANSPORT · VARNEY AIR LINES

NEW LOW RATES NOW EFFECTIVE

UNITED AIR LINES

Subsidiary of United Aircraft and Transport Corporation

Putting Luxury in the Air

AIR-MINDED sybarites are becoming so important to air-line operators that putting comfort into flying is now one of the major concerns of commercial aviation.

The result, according to Sherman B. Altick, writing in the New York *Sun*, is that "the newest planes for passenger travel have practically become winged Pullmans."

Bigger planes, more comfortable seats, wider aisles, more foot room, and the added comforts offered by trained attendants, we read, already have resulted from "the studies being conducted by operators in all parts of the country, and soon one may expect to travel by plane with the same comforts and ease as he now can on the finest appointed train."

All modes of travel have passed through the same transition period, we are told as we read on:

When George Pullman began to study travel comforts he found the railroads as wofully lacking in essential refinements as the airplane-carriers were a few years ago. He realized there must be comfort and ease on the trains if this mode of travel was to grow and be accepted generally.

When air-travel came into being just after the World War, most of the flying was in planes of war vintage, lacking in comfort. They were open types, and the passengers were blown to pieces before they reached their destinations.

The first period of transition was from the windy, cold, open cockpit to the closed cabin. Then came heating facilities for the planes in winter, and other refinements.

But these planes for the most part had small aisles, small headroom that prohibited movement about the plane while it was in the air, small seats, and cramped quarters for the passengers between the seats, so that it virtually was impossible to do anything but sit up straight.

With the advent of the cabin-plane, planes became roomier, the aisles became wider, and more space was allowed between the seats. The seats, too, were made wider and more comfortable, and more head-room was allowed.

Slowly the transition has been taking place until the most modern winged carriers have the refinements of other transports.

AIR-TRANSPORT operators, however, "are continuing their study of the comforts that are essential to the success of this baby industry, and nothing," we are assured, "is being spared that will aid in the healthy growth of the skyways picture." Analyzing the growth of commercial flying, Mr. Altick says:

Not only are air-line operators studying air comforts, but the manufacturers are endeavoring to build more efficient planes.

In studying the transportation problem, nearly every air-line in the United States now serves food on long flights, and has couriers, mates, or hostesses, whose sole job it is to look after the comfort of the passengers from the time they board the plane until they get off.

Eastern Air Transport, operating down the Atlantic seaboard as far as Florida, has hostesses on its big, comfortable twin-engined planes. These girls serve food and do everything to make the passenger's trip enjoyable. United Airlines and Transcontinental and Western Air, which have coast-to-coast systems entering the city, are using planes with more leg-room and with larger seats than in the beginning of the service, and also serve food in flight. On these planes, which are tri-motored, the mate looks after the comforts of the passengers.

On the Colonial division of American Airways, which operates between this city and Boston, and is a relatively short line, everything is done to make the patrons comfortable. Magazines, books, newspapers, and descriptive folders, giving the location of points of interest along the route, are distributed to the passengers. No food is served on this line because the travel time between the two terminals is only a couple of hours.

Pan-American Airways, operating the international mail and passenger line through South America, has the most luxurious, and at the same time the most comfortable planes of the lines in the Western Hemisphere. The new four-engined Sikorsky flying-boats now used between Miami and Havana are the last word in commercial-aircraft equipment.

CARRYING forty passengers, these giant planes have all the comforts of a big boat, we are reminded. Furthermore:

The seats are almost as large as those found on Pullmans, and are more comfortable. The cabin ceiling is high enough that passengers may walk upright, and the aisles wide enough that passengers may pass each other in walking from one part of the plane to another.

The big twenty-passenger Curtiss Condors used on Eastern Air undoubtedly are the most spacious of the flying equipment used by any of the commercial lines entering this city. These planes have large comfortable seats with deep cushions, wide aisles, and a separate smoking-compartment.

Out on the west coast at least one air-line is using giant thirty-two-passenger Fokker monoplanes which have all the comforts of the Condor, and another line is using big Boeing planes with luxurious appointments.

At the present time the Ford Company is building a luxurious modern air-liner which the company says will be the Pullman of the air. This plane has been under development at Detroit for more than a year, and is almost ready for its début.

Air-lines have found the ground personnel has great effect on the impressions gained by passengers, and have been selecting and training competent men for these posts.

Probably Met the Balkans.—Talking of American hostesses, I was amused yesterday to hear the latest story about the indefatigable Mrs. C——.

Some one came up to her the other day, it seems, and said: "Do you know the Dardanelles?"

"Wal, no," replied Mrs. C——, with ready wit, "but I've got lots of letters of introduction to them. . . . I guess they're turribly nice people."—*London Daily Express.*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Treat Your New Car Right

BE good to the shiny new automobile Santa Claus brought you for Christmas, and it will be good to you.

For when Kriss Kringle put the machine in your Christmas stocking, as Bert Pierce assures us in the New York *Herald Tribune* happened in thousands of homes, "he held the high-powered reindeers in check until he added a book of instructions with each vehicle. Lest those who received the gifts forget the pamphlet, in joy over the new car, the automotive manufacturers declare that one is essential to the other if good riding qualities are to be maintained.

"While one of the chief aims of the automotive engineers is to produce a car that will behave well under the most trying circumstances, and they have succeeded beyond expectations," we are told as we read on:

There still remain certain fundamental rules which must be observed by the operator. Outstanding among these is proper lubrication for, as yet, science has not been able to overcome disastrous effects of friction on motor-cars without the aid of oil, grease, etc.

Some of the problems facing the builder of cars making products of intriguing design and exceptional performance were outlined by John A. C. Warner, general manager of the Society of Automotive Engineers, in a recent paper entitled, "Are Automobile Manufacturers Building What the Public Wants?"

"Automobile manufacturers to-day are not only willing, they are eager to listen to the public demand. Generally speaking, the consumer is inarticulate, except when he pays for the product. Evidently, it is necessary for the manufacturer to anticipate," stated Mr. Warner.

If the average operator would give a small percentage of care to the car, in comparison with the manufacturer's attention to output, not only would the highways be much safer for all who frequent them, but driving would be an added joy for many thousands. A few minutes' attention bestowed upon the automobile is repaid by many days of unhampered driving.

ACCORDING to the motor-vehicle laws of New York, the account continues:

"Every motor-vehicle operated or driven upon the public highways shall be provided with adequate braking and steering mechanism, in good working order, and sufficient to control such vehicle at all times when the same is in use, and a suitable and adequate horn, or other device for signaling."

According to the automotive experts the neglect of vital needs of an automobile may be traced in the majority of cases to indifference. Too much is taken for granted. The first-time owner studies the mechanism and, as a rule, gains knowledge, which if applied, keeps the carrier in good running order. Successive ownership reduces the sense of responsibility oftentimes, with resultant deterioration of the car through lack of attention.

Obedience to the rules in the instruction books, issued by the manufacturers, will, it has been stated by technical authorities, obtain car performance equal to the claims made by the automotive industry.

A BIG HIT
The new favorite for washing fine silks—

Ivory Snow is pure Ivory Soap! And dissolves in lukewarm water!

This combination of two unrivaled virtues means perfect *safety* and *speed* when you wash fine things.

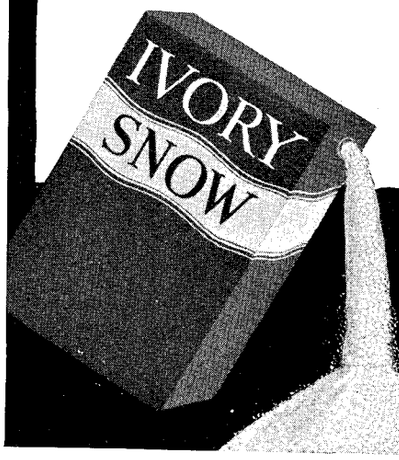
No need for hot water with Ivory Snow. No waiting for suds. Just lukewarm water, Ivory Snow, and swish—every tiny Snow-pearl is a fluff of suds. No undissolved soap left to cling to the fabric.

For chiffon stockings, or fine lingerie, for soft little baby woolens—perfect safety! And if you try Ivory Snow for dishes, you'll have a pleasant surprise. Such suds—a regular beauty-bath for your hands!

You can use Ivory Snow generously too, for the big box costs only 15¢.

Silk and woolen manufacturers agree

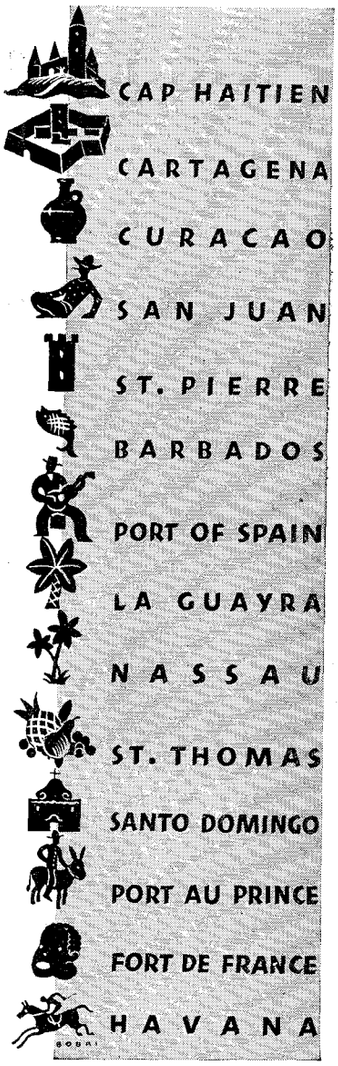
"A perfect soap for silks," say Mallinson, Cheney Brothers and Truhu. "The ideal soap for woolens," say the weavers of the fine Biltmore Handwoven Homespuns, the makers of downy Mariposa blankets and the Botany Worsted Mills, leading woolen manufacturers.



99 44/100 % PURE

© 1932, P. G. & Co.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED



Magic, romantic, exciting names . . . on Cunard's unusual West Indies itineraries this season . . . Cap Haitien famous during the reign of his Black Majesty, Cristophe . . . Cartagena, Metropolis of the Spanish Main . . . are but two of the hidden, almost inaccessible ports that are yours to enjoy.

Lavish entertainments . . . deck sports . . . dances . . . and don't forget to come prepared for the costume party.

CALEDONIA	Jan. 14	10 days	$98.50 up
CARINTHIA	Jan. 15	4 days	45.00 up
CALIFORNIA	Jan. 23	18 days	185.00 up
BERENGARIA	Feb. 11	4 days	50.00 up
CALIFORNIA	Feb. 13	18 days	185.00 up
SAMARIA	Feb. 27	23 days	238.50 up
*CALIFORNIA	Mar. 5	15 days	155.00 up
MAURETANIA	Mar. 24	4 days	50.00 up
SAMARIA	Apr. 16	12 days	120.00 up

*Sailing from Boston Mar. 3

AND EVERY WEEK TO
HAVANA and NASSAU

The transatlantic Liners SCYTHIA and SAMARIA, by far the largest steamers in the Havana Service, sail alternately every Friday from New York to Nassau and Havana . . . returning 9 days later. Rates $90 one way, $105 round trip.

No passports required
Purchase Cunard Travellers' Cheques
Book thru your Local Agent. No one can serve you better.
The Cunard Steam Ship Co., Ltd., 25 Broadway, N. Y.

CUNARD

Long-Distance Chats With Air-Mail Pilots

SNOW was swirling over the Rocky Mountains as air-mail pilots, battling through the storms, talked with airport officials on the ground, and 3,000 people, sitting spellbound in the ballroom of a Chicago hotel, listened in.

It was the "roll-call of the sky," a recent development in telephone science demonstrated by Sergius P. Grace, Assistant Vice-President of the Bell Telephone Laboratories, we read in *The Bell Telephone News*.

In demonstrating the roll-call of the sky, Mr. Grace "picked up a telephone from among his demonstration apparatus on the stage and, calling over the long-distance telephone-lines to Cheyenne, Wyoming, asked the Cheyenne operator to connect the long-distance circuit directly into the radio dispatching-station of the United Air Lines." Continuing:

The connection was made at exactly ten o'clock, at which time the radio dispatching-stations were transmitting orders and information from one dispatching-station to another, and also to the air-pilots in flight.

Such rapid-fire, high-speed speech, mixed with cryptic-code words and the jargon of the air, was never before listened to by a public audience.

Conversations were heard between the dispatching-operators and the pilots in the sky. As a pilot was coming into an airport, the dispatching-operator on the ground gave him the wind velocity, the height to the clouds, and other information to assist the pilot in making a perfect landing.

A pilot flying into the Cheyenne airport was heard passing this cryptic message to the ground dispatching-operator: "1463—nine on three—one no cab." This message, meaningless to the average person, was thoroughly understandable to the airport people, and meant that there were 1,463 pounds of mail on the ship, that there were nine passengers, and that there was one passenger "no cab," meaning that this passenger was having his own automobile call for him, and that it was necessary to provide taxicabs for only eight of the nine passengers.

In effect, Mr. Grace had transported his audience to Cheyenne to listen in on the commercial dispatching system of the airways.

Mr. Grace then went on to explain that within recent months all of the main transcontinental air routes have been equipped with transmitting and receiving apparatus developed by Bell Telephone Laboratories, whereby the pilot is constantly kept informed of weather and landing conditions as he flies over his course. The radio-transmitting ground stations are placed every 200 miles, and never is a pilot out of speaking range with some one of them.

It is universally conceded that this communication feature between the pilot and the ground has added the last word to the safety of airway transportation, so that to-day "Neither snow, nor rain, nor sleet, nor gloom of night need stay these couriers from the swift completion of their appointed rounds."

Courtesy of the *Bell Telephone News* (Chicago)

The Fountain-Pen Microphone Picking Mr. Grace's Words Right Out of His Mouth

MR. GRACE also exhibited the new "fountain-pen" condenser-type transmitter for picking up speech and music. It is described thus:

If sound-waves do not strike an ordinary transmitter from directly in front, they have a tendency to be warped as they pass over the edge, and produce a certain amount of distortion.

A goal of the telephone engineers has been to produce a pick-up transmitter no larger than a mathematical point in space. Obviously, with such a pick-up transmitter there could be no warping of the oncoming sound-waves.

The nearest approach to this point pick-up is the new condenser-type transmitter which has a diaphragm considerably smaller than a ten-cent piece.

This miniature condenser-transmitter is mounted in one end of what looks like an exaggerated fountain-pen. The body of the pen provides room for a one-stage miniature vacuum-tube amplifier.

Mr. Grace connected this miniature amplifier to his loud-speaker equipment and, holding the transmitter at arm's length, spoke in a normal tone of voice. His voice was magnified tremendously and issued from the loud-speakers with great volume and clearness. This new miniature transmitter will prove of great value in acoustic investigations.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Sidewalks in the Country

HAPPIER motorists. Happier pedestrians. Better nerves for everybody.

To bring the millennium nearer by these three steps, it is proposed, build sidewalks in the country, along the motor highways, and make it unnecessary for any one to walk on the road built for automobiles.

"It is encouraging to report," writes James O. Spearing in the New York *Times*, "that progress is being made in the movement to provide footpaths or walks beside roads in resort and other sections where thoroughfares are crowded with both pedestrians and automobiles."

There is "a story behind the launching of one of the organizations now pushing plans for the building of footpaths beside highways," we read. George C. Warren of Scituate, Massachusetts, reflecting on highway accidents, came to the realization that, "in many suburban and rural localities through which highways ran, people on foot had to walk on pavement built for automobiles. This didn't seem right to him, so he brought the subject to the attention of the American Society of Municipal Engineers." Further:

The society was interested and formed a Highway Sidewalk Committee with Mr. Warren as chairman. Shortly afterward the committee went to work. Legislation authorizing State highway departments to construct sidewalks when building roads was sought. It was found that only in North Carolina, West Virginia, Kansas, and Delaware was such legislation on the statute books. Since then adequate laws have been adopted in New Jersey, New York, and Massachusetts.

The Massachusetts law is recommended as a model for other States. It provides that the State Highway Division "shall from time to time construct sidewalks along such parts of the State highways as it determines public necessity and convenience require."

In the opinion of the committee, the construction of sidewalks should be governed by "public necessity and convenience."

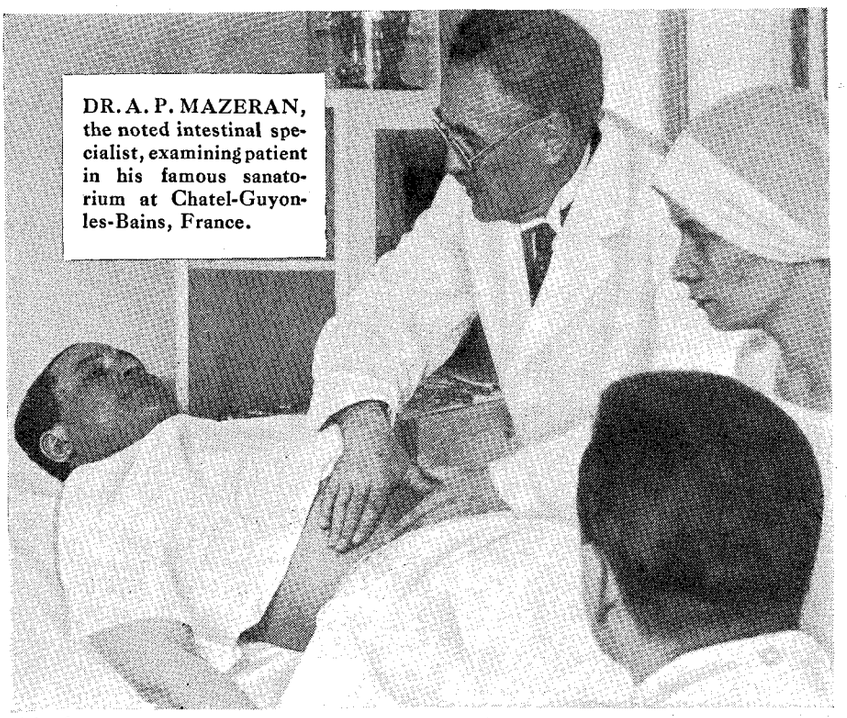
It is not seeking to have sidewalks built along every highway in the land. That would be wasteful, for there are long stretches of roads on which so few people have to walk that no special provision for their safety is required. If they will only walk against traffic on such stretches, they will be safe enough.

But there are other sections in which pedestrians are as numerous as automobiles and, even if they all walked against motor traffic, their numbers would add to highway congestion. Nor would they be safe, for when cars are following each other in close formation, one car may turn out to avoid a person or group of persons on foot only to expose them to the car behind. Besides that, on a crowded highway, the continual turning out of cars avoiding pedestrians is dangerous.

Business Revival.—"I see by your advertisement," she said, "that you have just received two thousand hats from Paris."

"Yes, madam," the respectful manageress informed her.

"Good," said the girl, taking off her hat, "I wish to try them on."—*Pearson's.*



DR. A. P. MAZERAN, the noted intestinal specialist, examining patient in his famous sanatorium at Chatel-Guyon-les-Bains, France.

"'Dosing' with Laxatives" had made the condition worse

explains the Head of this Famous Clinic

A SERIOUS CASE of constipation. A resulting disagreeable breaking out of the skin!

Here's how the famous French physician, Dr. Mazeran, describes his experience in treating this very typical case.

"In an effort to correct these troubles," *he states*, "the patient had resorted to laxative pills, various cathartics and enemas. Instead of clearing up the condition . . . the skin eruptions grew steadily worse.

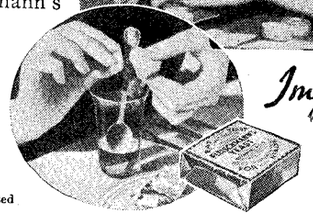
"I advised fresh yeast . . . In a little over a week the intestinal and digestive condition was tremendously improved. Soon, the skin trouble had cleared up completely."

And he adds, "*The ability of yeast to correct intestinal inactivity is extraordinary.*"

Eaten daily, Fleischmann's Yeast attacks and softens the waste masses that clog your system when intestines grow weak. At the same time it actually "tones" and strengthens the muscles that clear these residues away.

And as your system is cleansed of poisons, appetite revives. Your digestion improves. A natural reserve of energy is yours!

Don't put it off. Decide now to try Fleischmann's Yeast!



EAT 3 CAKES of Fleischmann's Yeast a day, regularly—before meals, or between meals and at bedtime—plain or dissolved in water (a third of a glass). Try eating it today!

© 1932, Standard Brands Incorporated

. . . .

"What doctors say proved true"

"I seemed eternally tired," writes Mary Coleman, of St. Louis. "My system felt sluggish, I didn't have any appetite, and my skin was rough and sallow.

"Fleischmann's Yeast had helped so many others, I decided to try it. The sluggishness disappeared and my complexion got back its fresh, natural look . . . It certainly brought back my old energy, too."

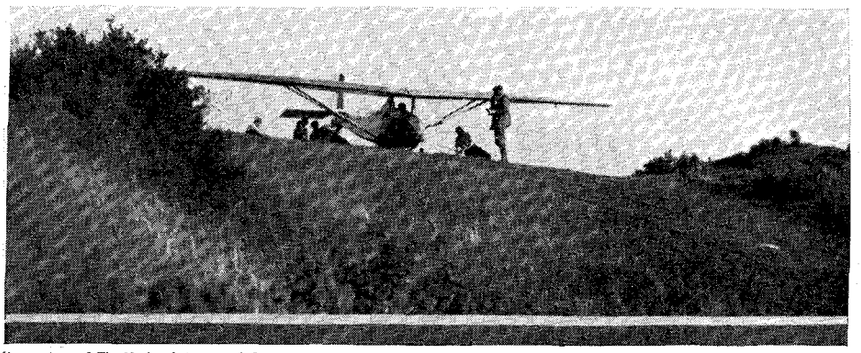
Important **Fleischmann's Yeast for health is sold only in the foil-wrapped cake with the yellow label. It is yeast in its fresh and effective form—*the kind famous doctors recommend!* At grocers, restaurants and soda fountains.**

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Thunder-storms Are the Glider's Little Playmates

TO BRAVE THE LIGHTNING and ride the gale—that's where the biggest kick of gliding comes in.

Earnest young gliders hope for thunder-storms, watch for thunder-storms, sigh for thunder-storms, stalk each threatening thunder-storm with the anxiety of a big-game hunter after a white rhinoceros.



By courtesy of *The National Aeronautic Magazine*

Wolf Hirth, Whistling for Wind on a German Hilltop

A thunder-storm gives uplift, and your glider thirsts for uplift as a saint for righteousness.

Climbing on the back of a rip-snorting electrical tempest, he may soar like an autumn leaf to a magnificent altitude from which to continue a glide that may break a record for distance or endurance.

Hence the accounts from Germany of storm-riding on the famous Wasserkuppe, where the gliders flock for sport which is more than sport.

"The technique of gliding has been greatly developed within the past two or three years, and study of its possibilities has proved useful to the advancement of aeronautical theory," comments the New York *Evening Post*, in an editorial celebrating the achievement of Lieut. William A. Cocke, U. S. A., who won another aeronautical record for this country when he "came to earth in Honolulu after flying for more than twenty-one hours in a motorless plane or glider.

"This beats the former record, which was made in Germany, by more than seven hours," adds *The Post*. Further:

"It requires the combination of unusual skill and consistently windy weather to maintain controlled flight in a glider, which is really not much more than a kite without a string."

Underwood

Lieutenant Cocke, Who Soared Over 21 Hours

A PICTURE of these kites without strings going after a thunder-storm is evoked by John McClure Patterson, who attended the 1931 National Soaring Contest at the Wasserkuppe soaring range in the Rhoen Mountains, Germany. Writing in *The National Aeronautic Magazine*, Mr. Patterson relates:

On Monday we saw a storm flight.

All during our stay we had heard the pilots berating the absence of thunder-storms. Once when one seemed to be headed for the contest site the planes and pilots were kept in readiness all night.

This day was a cloudy one. About noon the air became hot and sticky. A line of black clouds was forming in the east. This caused a great deal of activity among the contesting pilots and crews as they brought out the machines, adjusted instruments, studied maps, and fixt barographs.

Kronfeld is the leader in such flying, and the other pilots awaited his actions. At about two o'clock the storm broke and, just as the first puff of wind hit the mountain, Kronfeld was shot off into the air. He was forced to fly down the valley for several miles before he got into the soaring zone where he was rapidly carried to a high altitude.

He was quickly followed by nine others.

The author spent the next two hours perched on a small crag about five hundred feet in the air, trying to save two cameras from the rain and watch the planes at the same time. Unfortunately, the storm broke up shortly after the planes were launched, and they had to land.

Kronfeld made the best flight, a little less than ten miles.

ONE of the greatest performances during the entire contest was achieved by that same Kronfeld, relates Mr. Patterson, in overcoming adverse conditions of light airs. "There was not enough wind for soaring, and the sky proved disappointing to those who had hoped for cumulus clouds." However:

A number of take-offs were made during the morning by junior pilots, but the longest flight had been a glide of only about two minutes.

Kronfeld took off about noon, and for an hour and a half soared on a wind that was just barely perceptible. Always gaining on the slightest puff, he never lost a fraction except when absolutely necessary. Often it appeared that he would be forced to descend—sometimes he came down to within fifty feet of the ground—but somehow he always managed to stay in the air.

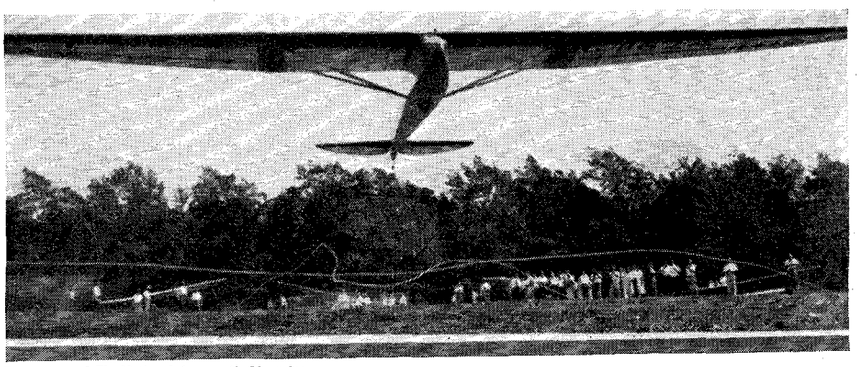
Finally he began to spiral and climb. On an exceedingly weak thermal current he attained sufficient altitude to reach a large cumulus cloud some miles away, and then disappeared altogether from our view.

While he soared above, a number of other pilots had attempted to take off, among them Wolf Hirth. None, however, was able to stay in the air more than seven minutes.

Six hours and twenty-five minutes after his take-off Kronfeld brought his ship down near Arnsberg in Westfalen, 109.36 miles away. The entire flight was made on thermal currents, mostly above 3,000 feet.

According to the various soaring experts with whom we talked, there has been little advancement in the design of the sailplanes used during the 1931 contest, but the pilots have advanced a great deal in their knowledge of the use of thermic currents and instruments.

The Wasserkuppe Mountain is a very favorable spot for soaring



By courtesy of *The National Aeronautic Magazine*

Martin Schempp Taking Off at Elmira, New York

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

flights because of its height and the fact that pilots can soar from it with almost any direction of wind. This formation runs directly east and west and has several projecting ridges running north and south. It is about 2,000 feet high. The Rhoen Rossiten School and hangars are located at the top of the mountain. During training periods the German glider students live and study right at the scene of their flying, and the visiting contestant planes are stored in the school hangars.

One of the advantages which the Wasserkuppe has over our Elmira site is that the contest activities are centralized in one spot at the top of the mountain. In the opinion of Wolf Hirth, the Elmira ridges offer far better soaring, providing the wind direction remains constant. The chief disadvantage of the Wasserkuppe is that it is located about thirty-five miles from the nearest railway station. While it is a beautiful location, there are far superior spots to be found in this country both in our Eastern mountains, and certainly in our Rocky Mountains.

This is how Mr. Patterson summarizes the most popular high lights of the soaring tournament:

Twenty-one beautiful man-made birds soaring high overhead in silence.

Sixty thousand people going thirty-five miles from the nearest regular transportation to witness soaring flights.

A man taking off at noon and flying all day, landing that night one hundred and thirty-seven miles from his point of take-off, and at one time reaching an altitude of more than 6,000 feet, all without any motor.

Ten huge sailplanes being sucked up into the sky in front of a howling thunderstorm which powered pilots would have feared. Gliders fitted with tiny cabins and a multitude of supersensitive instruments.

Because of a keen interest in the recent progress of German gliding and soaring, four members of the American Glider League, we learn, made the trip to Germany. The party consisted of Vernon Thomas of Buckhanon, West Virginia, who was the first man to fly a glider in that State; Augustus Post, who was the thirteenth man to fly a powered machine; Jack O'Meara, who soared in the Elmira, New York, Soaring Contest, last year, and Mr. Harrington, who describes himself as a student from Dayton, Ohio. He writes:

We arrived at the Wasserkuppe on August 1. While still many miles away we could see the sun's rays reflected on the wings of the many sailplanes scattered about the top of the mountain. Fifty-nine sailplanes were entered in the contest. All but twelve had been constructed by members of various German glider clubs and were of the same general type—high-wing monoplanes of high aspect ratio and wood construction. All the machines were polished to a high degree to lessen skin friction.

We found that the contest had started on July 22, altho no notable flights had been made until July 25. Late in the afternoon on this day a thunder-storm appeared, and twelve pilots prepared to take off. Shortly after five o'clock the first of them were launched, and within seven minutes the entire dozen could be seen climbing quickly until they became mere specks in the dark sky. They were soon lost to sight in a downpour of rain.

NOW
Double the Mileage

We promised 70% more mileage with Weed American Tire Chains last year but thousands of car owners got in excess of 100% more.

Now we say "Double the Mileage" from Weed Americans. See this new type tire chain at your dealer, garage or service station. Look at its four great features:

New, tougher, harder metal, Weedalloy, alone would greatly increase the mileage.

Reinforcing bars, double welded to the contact links, giving twice the wearing surface.

Side chain is electric welded, non-kinking, easy to handle.

New type end hook is easy to operate and holds fast as long as chains are on tires.

Identify Weed Americans by brass plated cross chains, gray galvanized side chains and *red* connecting hooks stamped "Weed."

Made exclusively by
AMERICAN CHAIN COMPANY, *Inc.*
Bridgeport, Connecticut
In Canada: Dominion Chain Company, Limited
Niagara Falls, Ontario

Use WEED AMERICAN TIRE CHAINS

RADIO

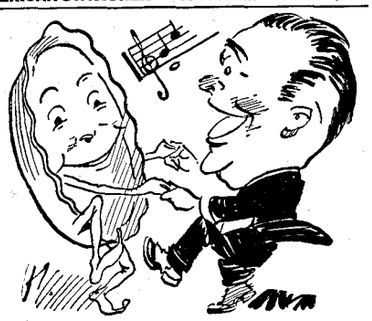
Popular Weed Chain Musical Broadcasts every Wednesday evening over Columbia Network Stations, at 10:15 Eastern, 9:15 Central and 8:15 Mountain Standard Time. Be sure to tune in.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE LUXURY CRUISE
MEDITERRANEAN
PALESTINE — EGYPT

in the entirely modernized Cruising Steamer
ROTTERDAM
Leaves New York
FEB. 6th, 1932
under Holland-America Line management
69 days of delight
Her itinerary for 1932 is Unsurpassed
—Madeira, Spain, Gibraltar, Algeria, Tunisia, Naples, Malta, Greece, Turkey, Rhodes, Cyprus, Palestine, The Holy Land, Egypt, Jugoslavia, Venice, Sicily, Monte Carlo, Nice, Southampton, Boulogne-sur-Mer, Rotterdam—
EASTER IN ROME
AMERICAN EXPRESS CO. in charge of shore excursions
For choice accommodations make reservations now.
NEW LOW RATES FROM $900
For illustrated booklet
Apply to your own agent or
HOLLAND-AMERICA LINE
21-24 State St., New York
Offices in all principal Cities

PRINTED STATIONERY $1
200 note sheets and 100 envelopes, each neatly printed with your name and address, sent postpaid for $1.00. Correct style, high quality. Try a box. Money refunded if you're not pleased.
AMERICAN STATIONERY CO. 500 Park Ave. PERU, Ind.



MINCE PIE and I Are Friends Once More

"BRING on your mince pie—all foods agree with me now! I carry protection against stomach distress in my vest pocket." That's what everyone says about Tums, the new Antacid mints that quickly neutralize acid conditions—sweeten breath—stop heartburn, sour stomach and acid indigestion. Make an after-dinner custom of munching delicious Tums. They're made of the finest mint, with extra ingredients that prevent or relieve stomach distress. Try them today. At all druggists'—only 10c.

"TUMS" for the Tummy
EAT LIKE CANDY
TUMS 10¢
FOR STOMACH DISTRESS

TUMS ARE ANTACID—Not a Laxative
For a laxative, use the safe, dependable Vegetable Laxative NR (Nature's Remedy). Only 25c NR

Nearly four hours later, Groenhoff, piloting the *Fafnir*, landed at Meitzenforf, 136.7 miles distant, exceeding the record of 102.2 miles held by Robert Kronfeld. He reached an altitude of 6,726 feet. Wolf Hirth also beat the former record, landing 108.7 miles away. He had climbed to an altitude of 5,577 feet.

What later turned out to be the longest duration flight of the contest had also taken place before our arrival, on July 28. Schnud, of the Junior Pilot Group, flew for 8 hours and 59 minutes. This was a remarkable achievement since Schnud had had little previous soaring experience in competition and he remained in the air during several lulls which ordinarily would have ended a flight.

Upon our arrival we saw the contestants trying for the first time the American development of airplane towing.

The contestants were towed up to an altitude of 1,500 feet, where they cut loose and glided to the favorable soaring zones. A light biplane was used to tow the gliders. There was a release on the airplane and a similar device on the nose of the sailplane. One thousand feet of steel cable was used to connect the two machines. A flight was officially started when the glider was released from the airplane. In order to qualify, the contestants were to land within 1,000 meters of the Wasserkuppe.

At one time seven sailplanes were to be seen floating under a huge cumulus cloud. Kronfeld won this event with a flight of 1 hour and 50 minutes.

Leaping the Oceans in the Flying Bullets of To-morrow

TRAVELING like a bullet will be more than a figure of speech for those who tour to-morrow's skyways. That is, if Tony Fokker is a good prophet.

As this famous airplane designer and manufacturer sees it, according to an interview with him by Meurig Evans in the Philadelphia *Public Ledger* Magazine, "the fast machine of the future will be designed on the lines of the bullet. Once a certain speed is attained, wings can be reduced considerably, so that one may visualize a machine in which the wings can easily be drawn back into the body—and in the case of seaplanes, the floats as well—and released only for the purpose of landing or taking off from the ground or from the water." Reading on:

> This device already has been considered by airplane designers [says Mr. Fokker], and probably, in the course of time, the ingenuity of man will prove equal to the task of designing and constructing a machine of this type, which, when in full flight, will have somewhat the appearance of a flying bullet.
>
> At present the speed of the fast planes is limited by the requirements of landing and taking off. At the moment it is doubtful whether the speeds can be increased without grave danger, but once a great air-resistance surface can be obtained at will, merely by expanding the wings from the body, this difficulty will be obviated and speeds of 500 and 600 miles an hour brought to realization. At such speeds the Atlantic crossing need be a matter of no more than five or six hours for the flying-bullets, but for the ordinary commercial and passenger vehicle with a cruising speed of about 200 miles an hour, one would have to allow twelve or fifteen hours.

SPEAKING of future airplane speeds in general, Mr. Fokker says, as quoted by Mr. Evans:

> It is proved by long experience that speed is inseparable from expense. In aviation the two terms are synonymous. I believe that as far as commercial and passenger aviation is concerned, the maximum speed of aircraft will be limited by considerations of expense, as well as of technique, to something like 200 miles an hour.
>
> Small tho this may appear, compared with the colossal speed attained by racing-seaplanes to-day, it is more than twice the average speed of passenger and commercial vehicles to-day. If this is successfully accomplished—and I see no reason why the next few years should not see substantial progress toward that end—it will indeed be a great achievement for aviation as a means of rapid, economical, and efficient communication.
>
> For distances of more than 4,000 miles, the airship, too, will play its part. Compared with airplanes, this branch of aviation has been neglected. Beyond a few noteworthy experiments, little progress has been made, and attention has been focused on heavier-than-air craft as presenting more possibilities of speed and efficiency.
>
> In its present stage the lighter-than-air craft is only at the beginning of its development. Such voyages as have been made by the *Graf Zeppelin*, and the success which has attended them, have done much to dissipate the popular prejudice which tends to retard experimental work in this field. But much remains to be done.
>
> The problem of high-speed machines of the future is therefore a mechanical one. Technical knowledge is continually increasing, experiments are continually being made, and it is only a matter of time before these speeds become practically and commercially possible. High-speed air contests have their value, enlarging technical knowledge of design and construction, and increasing the aeronautical prestige of individual nations. But their value is, I believe, likely to be overestimated. While they undoubtedly contribute much to technical knowledge, this knowledge could be, and is, in fact, acquired in other ways. As a spectacular triumph of man's mastery of the air, however, they are unrivaled, and rank as the most romantic happenings of modern times.

THEN Mr. Fokker comes to an ever interesting question—the future of private flying. He tells us:

> Some people have visualized a time when the ordinary citizen will maintain and run an airplane in the same way as he now runs a motor-car. I rather doubt that this will become a practical possibility. It seems difficult to visualize hundreds of thousands of airplanes, large and small, cruising indiscriminately over great cities.
>
> For short distances land transport is efficient and adequate. For getting from town to the country the airplane will probably be used more and more, as is the tendency now in America. The English colonies and dominions, too, will find the small plane a fast and useful means of transport. It is possible that the autogiro principle will be further adapted to facilitate landing and taking off on relatively small spaces.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

The Speed Boys of I. U.

INDIANA points with pride—

Four straight cross-country championships in the Big Ten.

National A. A. U. team champions in 1931.

Twenty-one consecutive victories in dual meets.

A spotless record in 1931 competition, with Purdue, Ohio State, and Iowa, in which those teams failed to score a man ahead of a Crimson runner.

That's what Indiana University points to with pride. A Newspaper Enterprise Association writer explains, adding: "And is it any wonder?"

Northwestern, Michigan, and Purdue may have their football spoils, he says, but the Hoosiers are out in front in plain, old-fashioned running, and none of the other Big Ten teams seem able to do anything about it. The peculiar thing about this Indiana running fleet is that it "never seems to deteriorate." Reading on:

When a star graduates, he is replaced the next season by a man just as good, and the Hoosiers go on winning.

There was Rodney Leas, Indiana's individual Big Ten champion in 1930. He graduated last June. Henry Brocksmith stept into Leas's shoes from number two ranking. He carried on to win the individual championship in the Big Ten and fourth in the national. Clifford Watson moved up a notch to Brocksmith's vacant post, and Charley Hornbostel, a sophomore, plugged Watson's vacancy.

No more colorful athlete ever hit Bloomington than Brocksmith, the iron-lunged Crimson harrier. He was nobody of note when he came to Indiana. He boasted no high-school records. He marched in off the farm, and reported for football practise with none so much as giving him a nod.

There wasn't much in a football way that could be said for him. He wasn't doing very well, so Coach E. C. (Billy) Hayes, a track coach first of all, and ever on the alert for prospects, suggested running in his spare time as a means of building up physical strength. It wasn't long before some of the more careful observers began to remark about how easily he covered six miles. Now—a champion, an Olympic prospect, perhaps an Olympic winner.

No less colorful and only a few steps slower is Watson, we are told as the story runs on:

This quiet, unassuming lad came out of Dixie to develop what little track ability he might have under Coach Hayes. It was Watson's good fortune to hail from Laurel, Mississippi, where the fame of Hayes as a track and football coach stood unchallenged. He developed to the point where he won second consideration only to Brocksmith. Last year he was more than thirty places behind the winning harrier in the Big Ten jaunt. Recently he ran third in that race and sixth in the national.

Besides Brocksmith, Watson and Hornbostel there are Kemp, Neese, Hunter, and Cuthbert, who are stepping along. There are also a number of outstanding sophomores and a whole crew of ambitious freshmen who trot along for their workouts at the heels of Brocksmith and Watson.

This might be your CHILD

ICE CONTROL *with* CALCIUM CHLORIDE SAVES LIVES

Ice covered streets are dangerous. Footing is insecure. Tires grip desperately but to no avail. Motorists drive under terrific strain — wondering — worrying, dreading every curve and corner.

Ice exacts a terrific toll of life and property. It strikes without warning, paralyzes traffic, needs a cure that works instantly — one that highway workers can apply even while ice is forming.

Such a method of ice control has been found in a mixture of coarse sand or cinders and Calcium Chloride. It gets instant action, melting sand into the ice, giving tires and shoes a firm grip. Sand or cinders alone are easily brushed off by tires — are never as sure nor as quick as when embedded into ice by the action of Calcium Chloride. Investigate this life and property-saving method of ice control. Swifter in action—lasts longer. Tell your highway officials about it. Use it on private drives. Literature on request.

CALCIUM CHLORIDE ASSOCIATION

THE COLUMBIA ALKALI CORPORATION
Barberton, Ohio

SOLVAY SALES CORPORATION
61 Broadway, New York City

MICHIGAN ALKALI COMPANY
Wyandotte, Michigan

THE DOW CHEMICAL COMPANY
Midland, Michigan

CALCIUM CHLORIDE FOR ICE CONTROL

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

WINTER INEXPENSIVELY ON TROPIC TREASURE ISLE

Galveston welcomes you with its sunshine and bracing sea air. You'll gain new vigor here. Winter climate is ideal, curative. You can golf bare-headed, ride, fish, hunt, or simply rest beneath the swaying palms.

An economical place to live. Modern hotels overlooking the gulf. Pleasant surroundings—everything to make your visit delightfully beneficial. Come South this winter. Treasures of fun and health and contentment are here for you on Treasure Isle.

GALVESTON . . . . ON THE GULF

Write for free illustrated literature—no obligation. Address Dept. E-231, Chamber of Commerce, Galveston, Texas.

FLORIDA LAND OF BETTER LIVING

Get away from cold weather, drouth, and low price crops. Come to the land of better living—bountiful Orange County. Wonderful climate. Long growing season. Poultry, dairying, winter vegetables and citrus fruits offer opportunity. Free booklet.

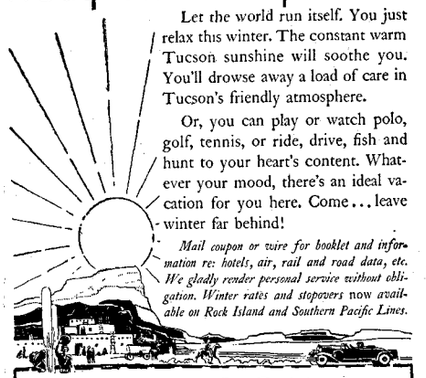
ORANGE COUNTY CHAMBER OF COMMERCE
Box 1470-D Orlando, Florida

RELAX in glorious sunshine ..day after day.....

Let the world run itself. You just relax this winter. The constant warm Tucson sunshine will soothe you. You'll drowse away a load of care in Tucson's friendly atmosphere.

Or, you can play or watch polo, golf, tennis, or ride, drive, fish and hunt to your heart's content. Whatever your mood, there's an ideal vacation for you here. Come . . . leave winter far behind!

Mail coupon or wire for booklet and information re: hotels, air, rail and road data, etc. We gladly render personal service without obligation. Winter rates and stopovers now available on Rock Island and Southern Pacific Lines.



TUCSON
Sunshine-Climate Club
ARIZONA
1100-F Old Pueblo Bldg., Tucson, Arizona
Please send me the free "Sunshine Booklet"
Name _____
Address _____

Blow the Horns for Mount Vernon's Super-Highway

MAKING the American pilgrimage safe for motorists—that's what Uncle Sam has been doing.

Not only safe, but beautiful, commodious, modern and free from sign-boards.

When the Mount Vernon Memorial Highway is opened next spring, the nation's favorite historic shrine will be accessible to automobiles along a driveway so noble that every motorist in the country will feel it beckoning to him. A fitting approach to the revered home where George Washington lived the life of a country gentleman and practical farmer according to the customs of his time and class.

National shrines usually hide in remote, inaccessible places, remarks John Kenmuir in the Baltimore *Sun*. Spain's Montserrat, he reminds us, perches on a mile-high mountain; Mekka is almost lost in the desert; to reach the sacred Nikko temples of Japan the visitor must climb 200 steps; Canada's St. Anne de Beaupré is almost cut off from the outside world during the winter months! Shakespeare's homeland lies deep in rural England off the main roads and railways, and one may visit the holy monasteries of Greece only after a perilous ride in a swaying basket hoisted on a crude windlass.

Mount Vernon is not quite so far from the beaten tracks, continues Mr. Kenmuir, but the way of the visitor long has been beset with difficulties and inconveniences. Thus:

In recent years a picturesque but narrow side road has linked the First President's estate with U. S. Route 1—itself none too good a highway for the traffic it must bear. This is the way of most pilgrims.

Since the interurban electric line was abandoned some months ago there has been no alternative, save the river steamers during summer months. But the tedious trolley or taxi ride to and from Washington's wharves usually takes the edge off the boat trip.

Next spring, however, the Bureau of Public Roads of the United States Department of Agriculture will open a superroad for the great American pilgrimage. If the Mount Vernon Memorial Highway were an ordinary road, it might be said that it is already 95 per cent. complete. The paving throughout the fifteen miles of its length is laid, and along much of it guard rails are in place. Bridges, culverts, fills, curves, approaches, etc., are finished, with the single exception of the "clover leaf" where it joins Highway Bridge (U. S. Route 1), near the Washington-Hoover airport.

In fact, motorists have already tested it from end to end, despite no-trespassing signs, and pronounced its driving surface perfect.

Yet the new boulevard, according to government engineers, is far from being a finished product. Altho more than two years of construction work have gone into the grading, surfacing, and approaches, a final fifth of the job remains in landscaping, which will make the Mount Vernon Memorial Highway as pleasant to the eye as it is to the rumble seat.

This will be a kind of yardstick among

What the "Journal of the American Medical Association" Says About

GROW THIN ON GOOD FOOD

By LUELLA E. AXTELL, M. D.

"A popular guide in simple language for the over-weight person who wishes and needs to reduce to normal. It is based on experience of the author's own reduction and from treatment of many obese patients."—*Journal of the American Medical Association.*

$2.00; By Mail, $2.14

All Bookstores, or the publishers,
FUNK & WAGNALLS COMPANY, 354-360 Fourth Ave., N. Y.

Louis Diat, Chef de Cuisine, The Ritz-Carlton Hotel, New York City, says: "Exclusive, distinctive, and brimming with delicacies that unfortunately so seldom adorn the dining tables of American homes. 'The Blue Book of Cookery' is a charming text."

The Blue Book of Cookery
and Manual of House Management
By Isabel Cotton Smith. Introduction by Emily Post.

2000 Tested Recipes — Afternoon Teas
Menus for All Seasons — Menus for Children
Vegetarian Menus — 665 Pages, Indexed
Picnic Lunches — Generously Illustrated

Crown 8vo. Washable Fabrikoid Binding, $2.50. Rich Dark Blue, Flexible Leather, with lettering and stamping in gold; gilt edged paper; $5. Postage, 18c extra. At all Bookstores, or from
Funk & Wagnalls Company, 354-360 Fourth Avenue, N. Y.

SEEING PARIS

By E. M. NEWMAN

More than 300 fascinating new photographs of Paris taken by the famous "Traveltalk" man—with a running story. A book that will renew the glamorous visit of those who have been there—and will heighten the interest and appreciation of those who plan to go. "Mr. Newman knows his Paris and his descriptions are both entertaining and instructive," says the *Boston Globe*. 409 pages. *Price, $5.00; by mail, $5.22.*

All Bookstores or the Publishers,
FUNK & WAGNALLS COMPANY, 354-360 Fourth Ave. New York

Cassell's New French Dictionary

French-English and English-French. "Best in existence." says *Critical Review*, Paris. Cloth, 1230 pp. Prepaid $2.68. Thumb-notch index, 75c extra. FUNK & WAGNALLS COMPANY, New York.

Lowell Thomas
THE RADIO VOICE OF
The Literary Digest

War correspondent, cowpuncher, editor, college professor, Arctic explorer, discoverer of "Lawrence of Arabia"; appointed by President Wilson as special representative to Europe during the War; accompanied the Prince of Wales on his India trip; has made over four thousand platform appearances—and is now engaged by the "Digest" exclusively to tell you what is happening throughout the world. Don't miss this fascinating personality.

NEW SCHEDULE
Every Night, Except Saturday and Sunday
(Unless Otherwise Specified)

WJZ	—New York City	6:45 E.S. Time
WBZ	—Boston	6:45 E.S. Time
WBZA	—Springfield, Mass.	6:45 E.S. Time
WBAL	—*Baltimore*	6:45 E.S. Time
KDKA	—Pittsburgh	6:45 E.S. Time
WHAM	—Rochester (Ex. Thurs.)	6:45 E.S. Time
WLW	—Cincinnati	6:45 E.S. Time
WMAQ	—Chicago	5:45 C.S. Time

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

highways; a model trunk road which will enhance a city already noted for "magnificent distances."

EXCEPT in the city of Alexandria, and in a very few places where houses already stand near the right of way, the new highway is flanked on each side with a strip of parkway at least one hundred feet wide, of which we are told:

Where this is covered with natural growth of trees and bushes landscape engineers are thinning out the underbrush, cutting down dead trees and doctoring those affected by blight or decay. Where there are fills and other newly made ground, trees, bushes, and flowers will be planted. Much grading remains to be done in areas adjacent the highway, for in many places the parkway is much wider than the hundred-foot minimum, and, eventually, there will be footpaths, picnic groves, and other accessories for the use of the people.

Government engineers are determined to keep the highway and parkway clear of unsightly service stations, barbecues, roadside markets, billboards, and other impedimenta of a commercial nature. There will be feeder roads for the necessary number of gasoline service-stations, but they will not be visible from cars on the highway.

As for billboards, the engineers are firm in their plan to plant quick-growing trees and shrubs so as to shut off the view of any erected on adjoining private property.

In one place the new highway runs within a short distance of the great Potomac freight yards north of the city of Alexandria. Here a screen of trees, probably Normandy poplars or willows, will hide the long lines of cars and smoking engines. Barren gravel causeways will be planted in grass.

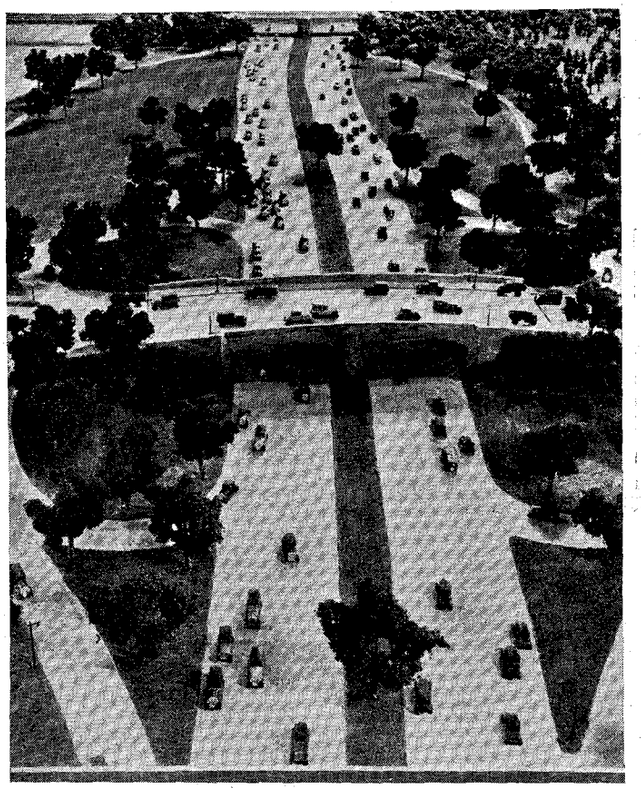
There are sections of the road, however, where the builders need neither add nor detract. The best of these is the winding four-mile stretch between Wellington Villa and Little Hunting creek. Here the highway follows close to the water, affording marvelous views of the Potomac River sparkling through the foliage, and of the wooded slopes of Fort Washington and the banks of Piscataway Creek on the Maryland side.

HERE, undoubtedly, is one of the finest pieces of roadway in the United States exclaims Mr. Kenmuir, adding that it is comparable in its way with Storm King Highway along the Hudson, the Tamiami Trail through the Everglades, the Lincoln Highway over the Alleghenies, the Columbia River Highway, and the Palos Verdes road near Los Angeles.

As many of the tidewater settlements of the Potomac are located on the larger creeks and rivers flowing into the main stream, there has never been any need for a road following the headlands, he explains. Consequently:

The real beauty of the lower Potomac as a river has been known only to seafarers, or to those who have ventured out onto its lonely points and peninsulas.

The new highway will introduce one of the nation's handsomest streams to a great many people who previously have had only a bowing acquaintanceship with it from Washington's man-made waterfront, or from the front yard of Mount Vernon.



U. S. Bureau of Public Roads photograph. By courtesy of the Baltimore Sunday *Sun*

This "Clover Leaf" Banishes Left Turns and Grade Crossings at U. S. Route One

No Pussyfooting

Now that Jack Garner has succeeded his old pal, Nick Longworth, as Speaker, all the folks who knew him then are recalling stories about him. Strickland Gillian tells one of his dislike for pussyfooting. It has to do with an investigation which he was conducting, and in which he had been more than outspoken to a witness whose word he seriously doubted. Later a reporter who was not present at the hearing called him on the phone:

"Mr. Garner, is it true that you questioned this man's veracity?"

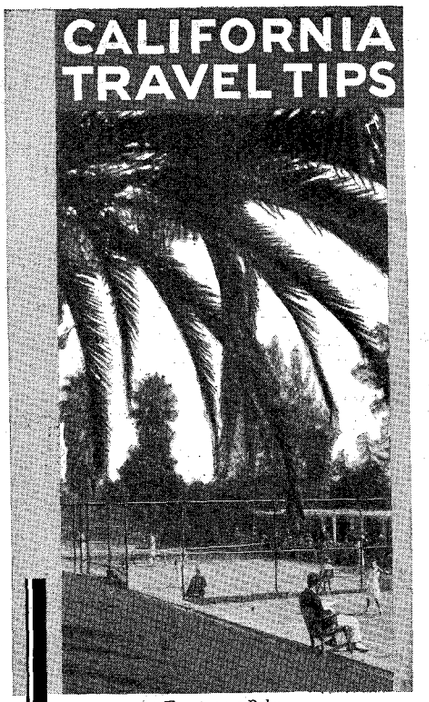
"No, indeed."

"Did you express doubt as to his truthfulness?"

"I should say not."

"Did you tell him you suspected him of falsifying?"

"By no means. Say, boy, what you trying to get at, anyway? I did call the fellow a —— liar, if that's what you mean."
—*Macon Telegraph.*



Tennis on a Palm-Bordered California Court

Enjoy Solid Comfort Over Union Pacific's Resilient Roadbed

LOS ANGELES LIMITED

Ballasted with Sherman gravel, our roadbed is the smoothest on earth. Mechanical train temperature control makes this a "*warm* winter way" to California. Dining car "meals that appeal" all the way. NO EXTRA FARE.

Large fleet of daily trains between Chicago, St Louis, Kansas City, Omaha, Denver, Salt Lake City and California. Thru Pullmans from Minneapolis and St. Paul. Convenient side trip to Hoover (Boulder) Dam.

Write today for free illustrated California booklet, sending 2c stamp to cover postage.

UNION PACIFIC SYSTEM — THE OVERLAND ROUTE

UNION PACIFIC

THE OVERLAND ROUTE

J. P. Cummins, Gen'l Pass'r Agent
Room 175
Union Pacific System, Omaha, Nebr.

Please send me California book (2c enclosed for postage) and information about

Name_____

Street_____

City_____

State_____

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

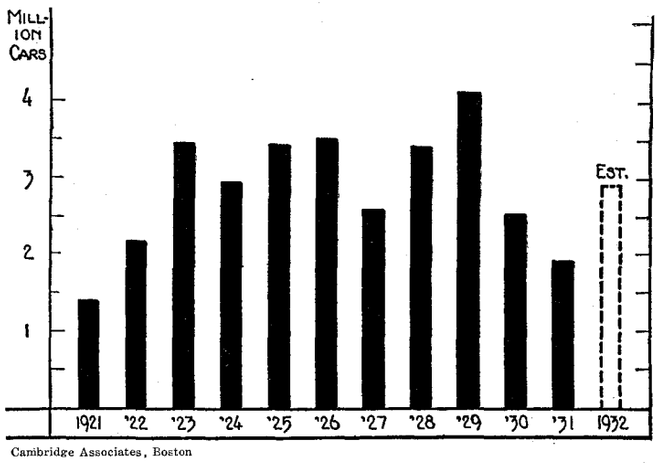
Automobile Hopes for 1932

WHAT HAVE WE HERE?

Nothing less than the gleaming new 1932 automobile to lead not only the motor industry, but business in general, out of these depressing doldrums.

The motor-car manufacturers, great and small, have one ambition these days, we gather from newspaper reports, and that is to start the procession back to better days. Their big drive begins next week with the New York Automobile Show, and will be followed up in succeeding weeks by the automobile shows in all our other big cities.

In previous depressions, Merryle Stanley Rukeyser reminds us in the New York *American*, the automobile industry frequently broke the economic deadlock. Such was the case, according to this writer, in 1907, in 1914, and in 1921. This time, it seems, "an attempt will be made to break apathy by vast improvements in the mechanical features of the cars, and by massed advertising and sales efforts." Last year, "automobile usage, as measured by gasoline-consumption figures, was vastly in excess of what would be indicated in the sale of new cars; the economically minded public is riding in partly wornout vehicles, and a huge pent-up demand has been accumulating."



Cambridge Associates, Boston

A New Year Estimate of Motor-car Production

The chart shows production—of passenger cars only—for each year for the past decade and an estimate for 1932. The 1931 figure is partly estimated.

There are sound reasons, say the Cambridge Associates of Boston, "for believing that the automobile industry, number one in employment and effect on general business, will be a major contributing factor to business recovery in 1932, just as it was ten years ago in 1922."

OF course, not every one is optimistic and the New York *Times* hears that "altho automobile executives believe there will be a moderate improvement in general business conditions next year, they feel that their own industry may have to wait until 1933 for any sharp increase in production." Some executives, according to this same paper, have privately estimated that the total manufacture of cars and trucks will be about the same in 1932 as in 1931—somewhere between 2,000,000 and 2,500,000.

But the dispatches from Detroit reveal more optimism, and specific reasons are given for this feeling. "The leanest period of more than a decade is declared to be definitely passed," as the Chicago *Journal of Commerce* reports the sentiment of leaders in the automobile business in our motor capital. According to a New York *Herald Tribune* correspondent—

> Automobile manufacturers are convinced that this winter will see the beginning of the heavy replacement buying, long overdue. They believe important innovations in design and engineering will force the public's attention, and that the bedrock prices brought about by manufacturing economies will open up sales avenues which have long been dormant.

There are three factors to occasion optimism, writes William Ullman from Detroit in one of his syndicated feature articles:

> The first of these is given as the value represented in the new car offerings. Never has there been an automobile so definitely designed and priced to break down consumer reluctance. That estimate on the part of numerous manufacturers takes in the products of their competitors as well as their own.

The second favorable sign is the thing the sales executives refer to as cumulative obsolescence. More than two-thirds of the sales this year are expected to be made to owners who simply have driven their present cars to the absolute limit of safe and economic service. There is nothing mythical about this situation. The industry's elaborate and truly reflective statistics show that there is a market for more than 1,000,000 vehicles to replace those that already have been retired from service and are no longer registered.

The third optimistic condition is that most manufacturers regard their retail organization as in a better condition than at any time in recent years to handle an improving situation.

But one thing modifies the better spirit which these favorable factors engender. It is that the general economic situation must improve before the other conditions can be expected to bear their full fruitage. On this subject, the entire industry is again conservatively optimistic. The National Automobile Chamber of Commerce, expressing the sentiment of the car makers, sees signs that recovery already has begun. It anticipates, however, that the process will be anything but meteoric.

Winter weather is going to be a factor in keeping the car factories going at a reasonably fast rate for many weeks, in the opinion of economists within and without the industry. The difficulty of operating old cars throughout the cold season, together with the price and design appeal of the new models, is going to accelerate replacement buying from now until spring, many are convinced.

Anything that would restore confidence on a large scale is regarded as having the extremely likely effect of making the industry's average estimate of 2,750,000 sales in 1932 too conservative. In such a case, 3,000,000 is looked upon as more probable, with a total of 3,500,000 not an impossibility.

So, the industry is looking ahead to 1932 as the first year of the comeback. If total sales of the most sensational product it ever offered reach 3,000,000 cars, its executives will be satisfied the upgrade has begun again.

LEADING motor-car manufacturers are planning for a 20 per cent. increase in the volume of business for 1932 over 1931, writes H. E. Gronseth from Detroit to *The Wall Street Journal*. This correspondent summarizes as follows some of the reasons that the manufacturers give for taking so optimistic a position:

> The automobile is no less popular than heretofore; no other specialty product has ever reached the point of economic saturation without first encountering the inroads of some other product.
>
> Owners are driving their cars further and faster each year; 20,000 to 30,000 miles a year is now not an unusual performance, with the average somewhere in the neighborhood of 12,000 miles a year, as compared with 8,000 miles a year in 1925.
>
> The average car in use to-day is older than at any time since the World War; whereas in 1929, and to a lesser extent in 1930, the total number of cars in use showed an abnormally high percentage of new cars.
>
> Registration at the close of 1931 for the first time in the history of the industry will show fewer cars in use than at the close of the preceding year. It is estimated that total registrations at the end of 1931 will show a decrease of between 400,000 and 500,000 vehicles, indicating new car purchases have failed to keep pace with scrappage.
>
> Notwithstanding the fewer cars in use, 9 per cent. more gasoline was consumed in the first seven months of 1931 than was used in the like period of 1930.
>
> Experience indicates that every third year is usually a big

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

automobile year. If history repeats itself, 1932 will have this three-year cycle operating in its favor, whereas during 1930 and 1931 the cycle was distinctly adverse to the automobile industry, in addition to the unfavorable trend of general business conditions.

A better technique has been developed in handling used cars. Until recently, the used-car situation had been growing steadily worse since 1926—now it is getting better.

Practically all manufacturers will begin 1932 with new lines, offering cars superior in performance and appearance at lower prices.

A PRODUCTION forecast of 3,000,000 vehicles—cars and trucks—for 1932 is considered not unreasonable by this writer. Mr. Gronseth is only one of several correspondents to call attention to the activity of pattern-makers in the Detroit factories who are kept busy night and day because of the concerted change over to new models at the year's end. Of course, says the *Wall Street Journal* correspondent, "the real test will come when dealers throughout the country are supplied with new models, and when the public has viewed the amazing values embodied in the 1932 offerings."

Leaders in the industry have been talking freely of late. President Alfred P. Sloan, Jr., of General Motors, in a letter to his stockholders emphasized this point:

The fact that gasoline consumption—a measure of car usage—reached in all probability in 1931 the largest volume in history demonstrates that, despite the economic conditions prevailing, car-mile inventory is being consumed, which means that renewal of that inventory in the form of increased purchases of motor-cars must be only a question of time.

Vice-President R. H. Grant of the same corporation talking to Buick dealers predicts that the motor industry will soon again enter upon a period of prosperity. Mr. A. W. Childs, also of General Motors, is impressed by the strong replacement demand which is bound to be felt very soon. "The country does not need a new industry to lead it out of the doldrums," says President William H. Lalley of the Kelly-Springfield Tire Company, and "it may look confidently to the automobile." President L. A. Miller of Willys-Overland is also of the firm belief that "the automobile industry will lead the way." President Alvan Macauley of the Packard Motorcar Company believes, according to a Detroit news dispatch, that the country has been eagerly awaiting the introduction of the new models now on exhibition, and this presages a release of the long dammed-up buying power of the public.

Similar quotations might be continued almost indefinitely.

Attention might be called to one point made by the Chicago *Economist*, and by the Alexander Hamilton Institute of New York in its *Business Conditions Weekly*, namely, that lower prices giving the consumer the best value for the money in automobile history will inevitably stimulate the demand for new cars in 1932.

. . . Diversification
Protection . . .

SPONSORSHIP

ANY good fixed trust provides for the investor the essential element of diversification for his funds, plus the convenience and protection of the trust form of holding.

In addition to the above, the important factor of recognized and experienced sponsorship is provided in Corporate Trust Shares.

Why Accumulative?

In a period of low or rising prices it is better to retain than to sell—hence the accumulative type is preferred today, just as in the past 2½ years, with high and declining prices, the distributive type was preferred.

CORPORATE
TRUST SHARES

ACCUMULATIVE SERIES★
★*Also available in a distributive type known as Corporate Trust Shares, Series AA.*

Your Investment House or Bank Will Furnish Full Information

These are fixed investment trusts sponsored by
ADMINISTRATIVE AND RESEARCH CORPORATION
120 Wall Street · New York

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Audit the Past and Budget the Future

More and more, the dividends of success depend on *reliable facts and figures.*

To know the true financial position of a business and, in their true proportion, the elements entering into its operating results, calls for an adequate independent audit embodying proper analysis of income and expenditures. This is fundamental.

Planning, or *budgeting,* is effective only to the extent that management has available the basic data for the purpose. The analysis of facts incident to budgeting, and the frequent comparison of actual operating results with the budget, point out the deficiencies in organization and waste in operations and expenditures. Such analyses and comparisons are chart and compass to progress and success.

"BUDGET CONTROL, *What It Does and How To Do It,"* a 40-page booklet issued by Ernst & Ernst, will be mailed by nearest office on request.

ERNST & ERNST

ACCOUNTANTS AND AUDITORS
SYSTEM SERVICE

AKRON, ATLANTA, BALTIMORE, BIRMINGHAM, BOSTON, BUFFALO, CANTON, CHICAGO, CINCINNATI, CLEVELAND, COLUMBUS, DALLAS, DAVENPORT, DAYTON, DENVER, DETROIT, ERIE, FORT WAYNE, FORT WORTH, GRAND RAPIDS, HARTFORD, HOUSTON, HUNTINGTON, W. VA., INDIANAPOLIS, JACKSON, MISS., KALAMAZOO, KANSAS CITY, LOS ANGELES, LOUISVILLE, MEMPHIS, MIAMI, MILWAUKEE, MINNEAPOLIS, NEW ORLEANS, NEW YORK, OMAHA, PHILADELPHIA, PITTSBURGH, PORTLAND, ME., PROVIDENCE, READING, RICHMOND, ROCHESTER, ST. LOUIS, ST. PAUL, SAN ANTONIO, SAN FRANCISCO, SEATTLE, TAMPA, TOLEDO, TULSA, WASHINGTON, WHEELING, WINSTON-SALEM, YOUNGSTOWN

Hush!—the Next New Big Business

PERHAPS quiet times are especially appropriate for launching the business of making our lives quieter.

At any rate, here comes the editor of *The American Architect* to declare that sound-proofing, or sound-control, is the next new big industry on the horizon. As he points out:

With the world's demand for speed we have gone from the stage-coach to express-train and airplane; from the dispatch-rider to telephone, telegraph, and radio; and from the horse to the automobile—all at the cost of quiet.

With speed comes noise. The village becomes a town—a large city; and again progress has sacrificed quiet. Automobiles, street-cars, police whistles, radio loud-speakers, the drone of airplane motors add to the city's din. It is a problem to feed the multitude quickly, and the clatter of dishes and trays in the restaurant seems to leave no one with a place of quiet retreat.

Hence the great potential possibilities in these noisy modern days of a new business of sound-control—

Through its power outside noises can be shut out of offices and apartments. The transference of noise from one room to another can be stopt. The acoustics of great auditoriums can be made so efficient that all normal human beings who listen can hear.

The clatter of dishes and loud conversation can be absorbed to the point that an hour in a restaurant will be looked forward to with pleasure instead of dread. The noise of the railroad-train, airplane, or automobile can be absorbed to the benefit of those who use them.

World progress will continue, and with it will grow the business of sound-control until it becomes one of the world's foremost industries whose mission is to bring quiet to the human race as it works or plays.

The day is not far distant when prospective buyers and tenants of buildings will ask, "Is it sound-proof?"

NEITHER the plea for silence nor the attempt to attain it is new, comments the New York *Times,* in an editorial entitled "Commercialized Pianissimo":

Inventors have variously tried their hand. Some of them devise methods of reducing the amount of noise by buffers and lubrication. Moving parts of machinery wear better if their clatter is kept down, so there is economy as well as consideration for the nerves in such schemes. Other inventors let the hubbub go on as it will while they concentrate on insulating plans for keeping the waves of sound away from some center of peace. There are materials now in limited use which absorb much of the sound of the room they line. A device for keeping street sounds from ascending in full force to the tenth story, or higher, is now on the market. It combines ventilating with muting properties when used in an open window.

Tho apartments and offices muffled in swansdown are not yet in demand, they will be as soon as their merits are advertised. They will probably have more novelties than freedom from the neighbors' radio to recommend them. The home-hunter consulting an agent will ask: "Is it sound proof? Is the air-conditioner in goo working order? Are the imitation window fitted with both sunlight and twilig lamps?" If the answer is affirmative, th family will move into a home hermeticall sealed against the cold, heat, dust, ou door light, and noise which are now though of as inevitable in any city apartment.

Often a period of depression proves t be the spring-board for some new industry we read in the New York *Evening Pos* "sometimes it achieves such a success tha it carries other trades with it in its upwar course, and proves itself to have been a important factor in the general recovery. And now the editor of *The America Architect* offers his "beatific vision" whic *The Evening Post* hopes may be realized—

If we can lift ourselves out of depressio by the boot-straps of sound-control, an attain not only a more prosperous but als a quieter world, hard times will not hav been in vain.

Menace of the Ash-Can Hat

IT has long been a plague of the hat trade But recently "the ash-can hat" ha taken the center of the stage as a first-clas menace, we read in *The Business Week*

"First the boom rise in the price of hats then the depression, helped make a mar ket" for these made-over discarded hats.

The astonishing declaration that on out of every eight hats sold—250,00 dozen out of a total production of 2,000,00 dozen yearly—is an ash-can resurrection is made by no less an authority than th secretary-treasurer of the Hat Institute *The Business Week* tells us more:

New York has thirty plants devoted t the resurrection of ash-barrel hats. They are running full- and over-time, and thei production just now is put as high as 2,00 dozen a day. Chicago and St. Louis combined turn out about half as many.

Formerly, most of these old hats were sold by the stores where men left them. Now, 90 per cent. of the remade hats are rescued from the ash-barrel.

At city dumps, hats are collected and graded by quality. Then they are compressed into 1,000-pound bales which are bid for at central warehouses. They sell at 15 cents to 25 cents a pound, and they run about three hats to the pound. Discards from stores are in better condition than the waifs from the ash-heaps; they command from $2.50 to $4.50 a dozen.

Factories clean the felt, turn it inside out, reblock with the addition of finishing powders, put on new bands, insert fresh linings and sweat leathers.

If you do not look closely, they appear to be new goods. Chain stores which give free hats with each suit use them. Jobbers distribute them nationally to retailers. Great quantities are sold in the South.

The refinishing plants sell them at $7.50 to $14 a dozen, allowing retail prices of $1.50 to $2.50 each. So heavy has been recent demand that some New York plants were faced with a shortage until shipments from the trash heaps of the Pacific coast relieved the tension.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

BECOME AN EXPERT
ACCOUNTANT
Executive Accountants and C. P. A.'s earn $3,000 to $10,000 a year. Thousands of firms need them. Only 9,000 Certified Public Accountants in the United States. We train you thoroly at home in spare time for C.P.A. examinations or executive accounting positions. Previous experience unnecessary. Training under the personal supervision of William B. Castenholz, A. M., C. P. A., and a large staff of C. P. A.'s, including members of the American Institute of Accountants. Write for free book, "Accountancy, the Profession that Pays."
LaSalle Extension University, Dept. 152-H, Chicago
The World's Largest Business Training Institution

High School Course in 2 Years
You can complete this simplified High School Course at home inside two years. Meets all requirements for entrance to college and the leading professions. This and thirty-six other practical courses are described in our Free Bulletin. Send for it TODAY.
AMERICAN SCHOOL
Dept. H-129, Drexel Av. & 58th St. © A. S. 1923, CHICAGO

Music Lessons
A Complete Conservatory Course by Mail under master teachers. Piano, Harmony, Voice, Public School Music, Violin, Cornet, Trumpet, Mandolin, Guitar, Banjo, Organ, Accordion, Saxophone, Clarinet. Lessons amazingly easy, complete. Mention instruction desired. Low cost; terms. Catalog free.
University Extension Conservatory, 602 Siegel-Myers Bldg., Chicago

Print Your Own
Cards, Stationery, Circulars, Advertising, etc. Save money. Print for others, big profit. Junior Press, $5.90. Job press $11 up, Power $149. Easy rules sent. Write for free catalog with all details. The KELSEY Co., Y-23, Meriden, Conn.

THE KEY TO LIFE
Rosicrucian Mysteries
FREE Introductory Book
explains the practical, useful modern teachings of the Rosicrucians. Dignified, uplifting mental and metaphysical principles easily used to overcome life's obstacles. Send for free book, "Light of Egypt."
Librarian, O.E.S., AMORC LIBRARY, San Jose, California

Save Your Feet
When all else fails end your suffering with the flexible "no metal"
Heefner ARCH SUPPORT
WRITE FOR FREE BOOKLET
Heefner Arch Support Co., 336 E. Taylor Bldg., Louisville, Ky.

HUMOROUS HITS
and How to Hold an Audience, by Grenville Kleiser. Latest and best selections, including old favorites. Gives practical suggestions on delivery, voice training, etc. Cloth, 326 pp, $1.50; postage, 10c.
FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, New York

LIBRARIANS
Should be sure that these standard books, in good condition, are in their libraries
Funk & Wagnalls New Standard Dictionary, Unabridged. Buckram, Indexed; $16.00.
The Industrial Code, by Lauck and Watts. $4.00
The Immigration Problem, by Jenks & Lauck. $4.00.
The New Industrial Revolution and Wages, by Lauck. $2.50.
New Standard Bible Dictionary, Cloth, $7.50. Buckram, $8.50.
Young's Analytical Concordance to the Bible. Cloth, $7.50.
Hoyt's New Cyclopedia of Practical Quotations, Cloth, $7.50. Buckram, $8.50.
English Synonyms, Antonyms and Prepositions, by Fernald. Cloth, $2.25.
All Wholesalers or Direct from
FUNK & WAGNALLS CO., Publishers
354-360 Fourth Avenue, New York

HOW TO LIVE
Prepared by *Professor Irving Fisher* of Yale and *Eugene Lyman Fisk, M.D.*, under the auspices of the Hygiene Reference Board, Life Extension Institute.
The Nation's Foremost Book of Health
18th Edition—Revised and Enlarged
This all-embracing and reliable work, which has been the road to health for untold thousands, has received the endorsement of such eminent organizations as the American Medical Association and the State Boards of Health of Indiana, Kentucky, Louisiana, New York, and Pennsylvania. It discusses in frank and understandable language, diseases, foods, fads, poisons, marriage, massage, good and bad habits, individual hygiene, eugenics, physical culture, etc., and gives an illustrated series of exercises. It is a book that should be in every home. 541 pages
12mo. Cloth. $2; $2.14, post-paid.
FUNK & WAGNALLS COMPANY, Publishers, 354-360 Fourth Ave., New York

THE LEXICOGRAPHER'S EASY CHAIR

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers who require immediate attention will receive it if they enclose a stamped return envelop. No notice will be taken of anonymous communications.

aftermath.—"M. C.," Windsor, Ont., Can.—This is a word persistently misused. Early July is the time of the *math;* that is, the first mowing of a meadow. The short grass—with a sufficiency of rain—will grow again, and later will come the second mow or *aftermath. Not* "the *aftermath* of love," unless a second marriage is involved; *nor* "the storm and its *aftermath,*" unless the reference is to a reward reaped, or a penalty incurred.

close, near.—"E. F.," Brooklyn, N. Y.—There is a fine distinction in the meanings of these words. Those who are *close* to one are firmly attached as confidential friends, whereas those who are *near* are familiar or intimate, or connected by blood, as *near* relations. *Near* and *close* when used for miserly are vulgarisms.

egoist, egoistic, egotist, egotistic.—"K. K.," Teaneck, N. J.—*Egoistic* has a wider scope than *egotistic,* but it includes the meaning of that word. *Egoistic* describes one given to or characterized by *egotism,* while *egotism* is the habit or practise of thinking or talking too much of oneself; self-exaltation. An *egoist* is one who advocates or practises *egoism.* He is *egoistic* who is characterized by inordinate regard for himself or by *egoism,* the doctrine that the supreme end of human conduct is the happiness of self, or the pursuit of self-interest. An *egotist* is one who abounds in *egotism* or who talks freely about himself.

herb.—"C. B.," Brooklyn, N. Y.—In Middle English the usual spelling of this word is *erbe,* from the Old French *erbe* (eleventh century). The word was occasionally spelled with an "h" after its Latin original, *herba,* in both Old French and Middle English, and since about 1475 it has retained the "h," which remained mute until the nineteenth century, and is so considered to-day by many persons. In best usage, however, the "h" is now aspirated. In modern French it is spelled *herbe.*

Honorable.—"M. E. S.," Buffalo, N. Y.—Various officials in the United States, as senators, Cabinet officers, and their assistant officers, commissioners of bureaus, members of State legislatures, heads of State departments, judges, mayors, etc., are addressed the *Honorable.*

hurrah.—"S. C.," Greenwich, Conn.—The exclamation *hurrah* was in use in New England in 1686, and in England in 1694. In the form *whurra,* it was used by Addison ("Drummer," act v, sc. 2) in 1716; and as "*hurrea, hurrea,* bravo!" by Goldsmith ("She Stoops to Conquer," act i, sc. 2) in 1773. Beresford in "Lord Auckland's Correspondence," dated 1798 and reprinted 1862, vol. iii, p. 443, uses the form *hurraying.* Moriz Heyne, cited by Grimm, declares that *hurrah* was used as a war-cry by the Prussian soldiers in the War of Liberation (1813-1815). The term comes from the German *hurra* which has been traced to the Middle High German (twelfth century) *hurren,* which means to hasten.

ill, sick.—"G. B.," Wellesley, Mass.—The use of *ill* and *sick* differs in the two great English-speaking countries. *Ill* is used in both lands alike, but the preferred sense of *sick* in England is that of "sick at the stomach, nauseated," while in the United States the two words are freely interchangeable. Still Tennyson and other good writers freely use *sick* in the sense of *ill.* The tendency of modern usage is to remand *ill* and *well* (referring to condition of health) to the predicate. We say "A person who is *ill,*" rather than "An *ill* person"; "I am *well,*" but not "I am in a *well* state of health." *Ill* in the abstract sense of *bad* or *wicked* is obsolescent, or rather practically obsolete except in poetic or local use.

Mardi Gras.—"H. S.," Hoboken, N. J.—*Mardi Gras* is Shrove Tuesday, the last day of Carnival, celebrated in some places as a holiday and with great merrymaking and revelry. Literally, it means "Fat Tuesday" or "Greedy Tuesday," and is the day before Ash Wednesday, which marks the beginning of Lent. *Mardi Gras* is the last day on which feasting is permitted before the solemn observance of Lent and period of fasting prescribed for that time.

tryst.—"R. K.," Chicago, Ill.—This word may be pronounced *trist* (*i* as in *hit*) or *traist* (*ai* as in *aisle*). The first indicates American usage; the second, usage in Great Britain.

zealot, enthusiast, fanatic.—"M. R.," Mount Vernon, N. Y.—A *zealot* is an immoderate partizan; a bigot—the word is frequently used in a bad sense. An *enthusiast* is an ardent adherent or advocate, and the word always indicates earnestness of purpose in a good sense. A *fanatic* is a frenzied bigot; or a religious lunatic—the term is always used to indicate one given to extravagant intolerance of the beliefs of others.

The Change Your Body Needs . . .

EVERYBODY knows what a change will do for the mind! How we often need a fresh outlook, sweeping away the cobwebs from the brain! Just so the body needs a change!

Lacto-Dextrin is not a laxative, but a remarkable colon food that changes the intestinal flora. That is, it drives the destructive, disease-producing germs out of the intestines. Thus reaching the very source of headaches, lassitude, nervousness, colitis and kindred complaints. For years it has been used with outstanding success at the famous Battle Creek Sanitarium.

Lacto-Dextrin is sold by your Druggist, Department Store and local authorized Battle Creek Dealer.

At Battle Creek we maintain a staff of dietitians to advise you on any diet problem. *Check your particular diet problem on the coupon below* and mail to our Dietetic Department. We will send you suggestions for your individual diet, without charge.

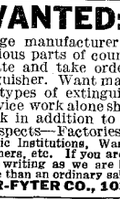
FREE DIET ADVICE Mail Coupon Today

Dietetic Dept. The Battle Creek Food Co., Battle Creek, Mich.
I want to avail myself of your Free Diet Service. My diet problem is checked below. Also send copy of "Healthful Living."
☐ Constipation ☐ Colitis ☐ Acid Stomach
☐ Nervousness ☐ Overweight ☐ Underweight
(Check your diet problem) LD-1-9-348
Name .....
Address .....
City ..... State .....

Insist on Genuine BATTLE CREEK
LACTO-DEXTRIN

STANDARD DICTIONARY
superiority quickly becomes plain to the man or woman who investigates

NEW CLASS EMBLEMS
Ring, sterling silver, 1 or 2 letters in center, HS, JH, GS or SS beside shield —36 or more, $1.25 ea., 1 to 12, $1.75
Silver plate pin with guard, any numerals, any letters, 75c; 12 or more, 65c ea.
Write for Free Catalog NOW.
METAL ARTS CO., FACTORY 81 ROCHESTER, N. Y.

"Heaven and Hell"
With a sketch of Swedenborg's life

The most interesting of the **profound writings of SWEDENBORG** the renowned theologian, philosopher and scientist. 632 page book treating of the Life after Death, sent without further cost or obligation on receipt of 5c
Write for complete list of publications
SWEDENBORG FOUNDATION INC.
Room 1223 18 East 41st St., New York

WANTED: SERVICE MAN
Large manufacturer has number of positions open in various parts of country for middle-aged men to demonstrate and take orders for our new improved Fire Extinguisher. Want man who is willing to refill and recharge all types of extinguishers along with the regular work. Service work alone should produce earnings of $35 to $50 a week in addition to earnings from sale of new equipment. Prospects—Factories, Stores, Garages, Schools, Theatres, Public Institutions, Warehouses, Truck and Bus Owners, Homes, Farmers, etc. If you are looking for an easy salary job don't waste time writing as we are looking for men who are ambitious to earn more than an ordinary salary job will pay. Address:
FYR-FYTER CO., 103-49 Fyr-Fyter Bldg., Dayton, Ohio

Cuticura Ointment
For all the skin troubles of childhood. Wise mothers should always keep it on hand.
Price 25c. Sample free. Address: "Cuticura," Dept. 7K, Malden, Mass.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Could Afford to be Generous.—Paul Whiteman took off sixty-nine pounds recently. We hear that he had to give his old suit to a couple of other fellows.—*Life.*

Sample Sufficient.—BOXING INSTRUCTOR—"That was what they call a half hook."

PUPIL (nursing his jaw)—"Well, you can keep the other half."—*Boston Transcript.*

In the Dog Days.—BRIDE—"Who is the man in the blue coat, darling?"

GROOM—"That's the umpire, dear."

BRIDE—"Why does he wear that funny wire thing over his face?"

GROOM—"To keep from biting the ball players, precious."—*Wall Street Journal.*

Budget O. K.—"And upon what income do you propose to support my daughter?"

"Five thousand a year."

"Oh, I see. Then with her private income of five thousand a——"

"I've counted that in."—*London Opinion.*

"Listen to de Natchez Comin' Round de Bend."—"What's that prima donna angry about?"

"Oh, some well-meaning critic said she sang like a siren. The only siren she knows anything about is the whistle they use on a steamboat."—*Washington Evening Star.*

Old Man Blundered.—Rastus's lawyer was informing him on the legal status of his matrimonial relationship and his chances for a divorce:

"Mistuh Johnson, I has discovered I can get you yo' divorce on the grounds that yo' marriage ain't legal on account of her father he had no license to carry a gun."—*Judge.*

Nordics at Play.—
The Cabots speak only to Lowells
In the land of the succulent cod;
And the Woods who call signals at Harvard,
And sport on the Stadium sod,
Pass only to Nazros and Schereschewskys,
And other good blonds on the squad.
—*The New Yorker.*

Excuse It Please.—A fellow dialed his home telephone number.

"Hello," he said. "Is that Mrs. Brown?"

"Yes."

"This is Jack speaking. I say, dear, will it be all right if I bring home a couple of fellows to dinner?"

"Certainly, darling."

"Did you hear what I said?"

"Yes—you asked if you could bring home a couple of fellows to dinner. Of course you can, dear."

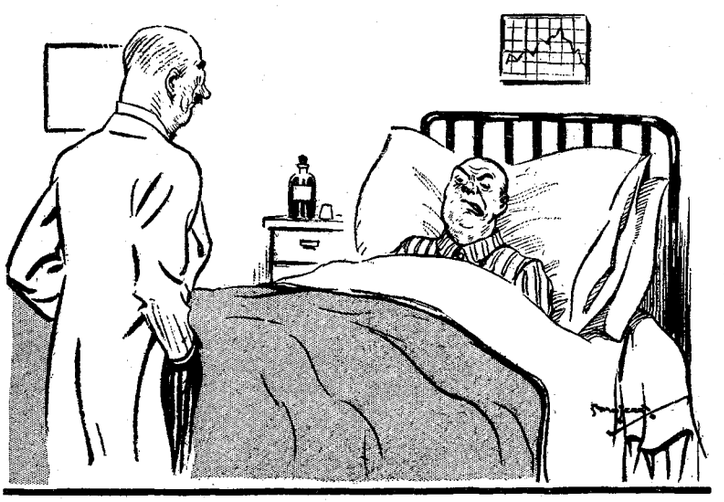
"Sorry, madam," said the fellow as he hung up. "I've got the wrong Mrs. Brown."—*New York Morning Telegraph.*

Try Carbolic Soap.—
The goat's not my favorite mammal.
Mr. Gandhi dotes on it, I know;
It's milk is nutritious
And doubtless delicious,
But I don't like the critter's B. O.
—*W. P. in the Boston Transcript.*

Shyness Mutual.—A certain firm had the following legend printed on its salary receipt forms:

"Your salary is your personal business, and should not be disclosed to any one."

The new employee, in signing the receipt added: "I won't mention it to anybody. I'm just as much ashamed of it as you are."—*Irish Independent.*



Hospital Doctor: "What's wrong here—lockjaw?"
Patient: "No, I've been working in gangster pictures for the last six months!"
—"The Passing Show" (London).

Caught on the Rebound.—MERCHANT (to Book Traveler)—"'Salesmanship'! Huh! I've no use for your book. I've forgotten more about Salesmanship than you ever knew!"

TRAVELER—"Ah! Then may I show you this work on 'Memory Training'—complete in twenty-four volumes?"—*The Humorist (London).*

Short Shrift for Chaperons.—Marriage is the only career open to girls of Barcelona, where all the courting is done in the presence of a chaperon. Lovers do not kill until the engagement is announced.—*Troy (N. Y.) Record.*

Hanging the Crepe.—
This willow's salty tears are shed
For Andrew G. McGense;
He thought the other driver had
At least a lick of sense.
—*Macon Telegraph.*

In tender, loving memory
Of Jasper Ewing Drakes;
He had a sweet, abiding faith
In other people's brakes.
—*New York Sun.*

The "weeping willow's" salty tears;
The tree in grief was sunk
Because he tangled up his gears
And crashed into her trunk.
—*Houston Post-Dispatch.*

Slips That Pass in the Night

Beats Einstein.—German couple, 35, wants position; wife 1st class cook; man understands everything.—*Cleveland Plain Dealer.*

Psychic Scoring.—Gain 360 Points In Second Session of Match With Culbertsons; Win Four Out of Three Rubbers.—*Bluefield (W. Va.) paper.*

Vicarious Suffering.—While hammering the barrel of a .22-caliber revolver in an attempt to dislodge bullets that were stuck in it, Lawrence Woodworth received a painful flesh wound on the right side of his wife.
—*Boston Traveler.*

Pass the Bootjack.—
CATS FOR SALE
Very nice singer, cage and stand; reasonable.—*San Diego Union.*

When Necking Comes High.—A peasant's neck on a small felt hat may cost many dollars in a milliner's shop.—*San Diego Union.*

Crime Shortage.—Van Nuys.—Dearth turkey thieves operating through the San Fernando Valley has police alarmed.—*Corona (Calif.) paper.*

Western Hospitality.—Los Angeles police and District Attorney's investigators to-day lunched the greatest round-up of gunmen and kidnap racketeers in the city's history.—*Los Angeles Evening Herald.*

Good Bag.—Twelve men left here last week on a gunning trip to the other side of Lewistown, Pennsylvnia, William Price shot a deer and also a man from West Grove.—*Oxford (Pa.) paper.*

Common Lot.—
Hush, little corner lot,
Don't you cry.
You'll be a filling station
By and by.
—*Florida Times Union.*

Graceful Act of Gratitude.—
VOTERS OF WARD 4
I wash to express my sincere appreciation for the splendid vote given me at the election. FELIX BALLARD.
—*Marlboro (Mass.) paper.*

Get Your Microscope.—
Street Dresses, Coat Suits and
Fine Evening Dresses
Marked Now at Great Reductions
Were $5.95, now $10.95
Were $10.95, now $10.95
—*The State (Columbia, S. C.).*

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED